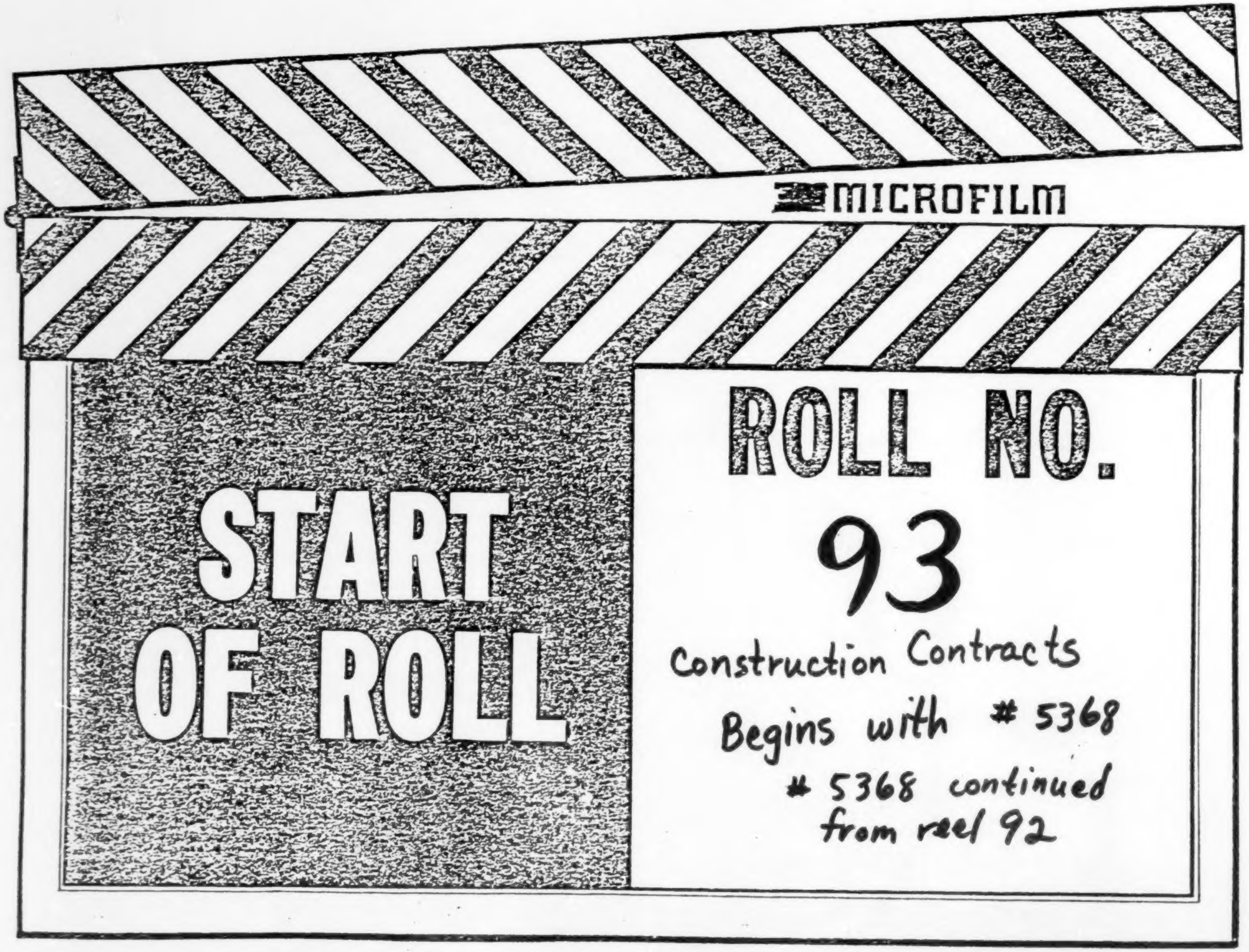


MICROFILM

START OF ROLL

ROLL NO.

93

Construction Contracts

Begins with # 5368

# 5368 continued
from reel 92

U-131(19)   Redwood Hwy. Jct. Sec.   1958
FI-27(9)
#5368

RECEIVED
MAR 21 1960
FOR FILING

41-131(19)
FI-27(9)
5368

A

March 18, 1960

Oregon State Highway Commission

Request for extension of time
No. 1 - April 21-22 meeting

Gentlemen:

The R & M Construction Company and W. M. Ausland, contractors for the Redwood Highway Junction Section of the Pacific and Redwood Highways, Contract No. 5368, have requested an increase of 30 days in the number of workdays in which to complete their project.

The contractors support this request with the reason that they were not provided free and clear right of way from November 13, 1958, which was the date of award, to February 11, 1959. This statement is correct but not a valid reason as no workdays were charged during this period or until March 2, 1959. This delay in providing right of way, occurring as it did over the period of normal winter shutdown, did not increase the number of workdays required to complete the work.

In view of the above, it is recommended that the request for an increase of workdays from 150 to 180 days be denied. This matter has been discussed with the Bureau of Public Roads officials. They concur in our recommendation that the reasons supporting the request are insufficient for approval.

This matter will be on the agenda for the April 21-22 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FBK:fp jw ae

cc to: Mr. Tom Edwards
Mr. F. D. Morgan

A

RECEIVED
MAR 17 1960
FOR FILING

U-131(19)
FI-27(9)
5368

Salem, Oregon
March 15, 1960

Request for
Time Extension
Contract No. 5368

Mr. Tom Edwards
Construction Engineer
OFFICE

I am returning the file on the R & M Construction Company time extension matter at the Redwood Highway Interchange.

Following the well-established policy, this matter must go to the Bureau of Public Roads prior to being submitted to the Highway Commission.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

Contract No 5368 12-16-59 A

RECEIVED
DEC 17 1959

Monthly transaction number 12-58	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number U-131(19) 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
FJ-27(9) 5368		Project number **F-127(9)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 10**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **162,283**

Revised Federal funds $ **99,900**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **December**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

5

USComm-DC 11170

December 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Redwood Highway Junction Section, Project No. F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:jb

November 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Redwood Highway Junction, Project No. F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. F-127(9)

REDWOOD HIGHWAY JUNCTION SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 27, 1959

Type Code 6201
Roadway (Sta. 765+50 thru equa. 818+76.27=1386+83.66 to Sta. 1379+50)
(Contract No. 5368)

Clearing and Grubbing	All	Required (40%)		$ 16,800.00
Removal of Curbs	420	lin. ft.	$0.30	126.00
Removal of Miscellaneous Concrete and Masonry	All	Required (3%)		149.75
Drainage Excavation, Unclassified	720	cu. yds.	3.00	2,160.00
General Excavation, Unclassified	3,600	cu. yds.	0.55	1,980.00
Short Overhaul	698,400	yd. sta.	0.01	6,984.00
Long Overhaul	34,400	C-yd.sta.	0.35	12,040.00
Finishing Roadbed and Slopes	All	Required (40%)		2,000.00
18-inch Corrugated Metal Pipe	120	lin. ft.	4.80	576.00
12-inch Concrete Pipe	30	lin. ft.	2.10	63.00
18-inch Concrete Pipe	840	lin. ft.	3.80	3,192.00
24-inch Concrete Pipe	120	lin. ft.	5.20	624.00
36-inch Concrete Pipe	220	lin. ft.	10.00	2,200.00
12-inch Corrugated Metal Siphon Pipe	240	lin. ft.	6.50	1,560.00
Concrete End Basins	18	cu. yds.	80.00	1,440.00
Extra for Pipe Under Pavement	60	lin. ft.	5.00	300.00
Class "A" Concrete in Box Culverts and Headwalls	430	cu. yds.	52.00	22,360.00
Metal Reinforcement in Box Culverts and Headwalls	76,800	lbs.	0.13	9,984.00
9-inch Concrete Surfacing	110	sq. yds.	6.50	715.00
Metal Guard Rail	700	lin. ft.	2.80	1,960.00
Coarse Crushed Material in Base	12,100	tons	2.15	26,015.00
3/4" - 0 Material in Base	3,850	tons	2.25	8,662.50
Sprinkling	360	M-gal.	3.00	1,080.00
Preparation of Base	All	Required (40%)		800.00
3/4" - 0 Material in Binder Course	220	tons	3.15	693.00
Furnishing and Placing Aggregates	80	tons	3.60	288.00
RC-3 Asphalt	20	tons	48.00	960.00
120-150 Asphalt	4	tons	48.00	192.00
RS-1 Asphalt	2	tons	50.00	100.00
Class "B" Asphaltic Concrete	3,000	tons	6.05	18,150.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	0.60	120.00
				$144,274.25
Signing (Temporary)	All	Required		100.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		200.00
				$145,074.25

Traffic Signs (Sta. 785+50 thru equa. 818+76.27=1386+83.66 to Sta. 1379+50)
(Contract No. 5553)

Removal of Existing Sign Installation	All Required (20%)		$ 101.13
Wood Posts in Place	All Required (15%)		308.55
Type "A" Signs in Place	69.8 sq. ft.	$8.25	575.85
Type "C" and "D" Signs in Place	211.4 sq. ft.	5.00	1,057.00
Type "E" Signs in Place	31.2 sq. ft.	5.25	163.80
			$ 2,206.33
Flagging (57½% of Contractor's Cost)	All Required		250.00
			$ 2,456.33
	Subtotal		$147,530.58
	10% Engr. & Cont.		14,752.42
	Total		$162,283.00

Length of Roadway - - - - - - - - 0.769 Mile
Cost of Roadway Per Mile- - - - $211,003.77

Federal Funds -	$ 99,900.00
State Funds -	62,383.00
	$162,283.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. F-127(9)

Oregon State Highway Department

REDWOOD HIGHWAY JUNCTION SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, October 13, 1959

Type Code 6201
Roadway (Sta. 785+50 thru equa. 818+76.27=1386+83.66 to Sta. 1379+50)
(Contract No. 5368)

Clearing and Grubbing	All Required (40%)		$ 16,800.00
Removal of Curbs	420 lin. ft.	$0.30	126.00
Removal of Miscellaneous Concrete and Masonry	All Required (3%)		149.75
Drainage Excavation, Unclassified	720 cu. yds.	3.00	2,160.00
General Excavation, Unclassified	3,600 cu. yds.	0.55	1,980.00
Short Overhaul	698,400 yd. sta.	0.01	6,984.00
Long Overhaul	34,400 C-yd.sta.	0.35	12,040.00
Finishing Roadbed and Slopes	All Required (40%)		2,000.00
18-inch Corrugated Metal Pipe	120 lin. ft.	4.80	576.00
12-inch Concrete Pipe	30 lin. ft.	2.10	63.00
18-inch Concrete Pipe	840 lin. ft.	3.80	3,192.00
24-inch Concrete Pipe	120 lin. ft.	5.20	624.00
36-inch Concrete Pipe	220 lin. ft.	10.00	2,200.00
12-inch Corrugated Metal Siphon Pipe	240 lin. ft.	6.50	1,560.00
Concrete End Basins	18 cu. yds.	80.00	1,440.00
Extra for Pipe Under Pavement	60 lin. ft.	5.00	300.00
Class "A" Concrete in Box Culverts and Headwalls	430 cu. yds.	52.00	22,360.00
Metal Reinforcement in Box Culverts and Headwalls	76,800 lbs.	0.13	9,984.00
9-inch Concrete Surfacing	110 sq. yds.	6.50	715.00
Metal Guard Rail	700 lin. ft.	2.80	1,960.00
Coarse Crushed Material in Base	12,100 tons	2.15	26,015.00
3/4" - 0 Material in Base	3,850 tons	2.25	8,662.50
Sprinkling	360 M-gal.	3.00	1,080.00
Preparation of Base	All Required (40%)		800.00
3/4" - 0 Material in Binder Course	220 tons	3.15	693.00
Furnishing and Placing Aggregates	80 tons	3.60	288.00
RC-3 Asphalt	20 tons	48.00	960.00
120-150 Asphalt	4 tons	48.00	192.00
RS-1 Asphalt	2 tons	50.00	100.00
Class "B" Asphaltic Concrete	3,000 tons	6.05	18,150.00
Asphaltic Concrete Traffic Markers	200 lin. ft.	0.60	120.00
			$144,274.25
Signing (Temporary)	All Required		100.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Seeding and Mulching	All Required		200.00
			$145,074.25

Traffic Signs (Sta. 785+50 thru equa. 818+76.27-1386+83.66 to Sta. 1379+50)

Removal of Existing Sign Installations	All Required (20%)		$ 200.00
Wood Posts in Place	All Required (15%)		510.00
Type "A" Signs in Place	69.8 sq. ft.	$9.00	628.20
Type "C" and "D" Signs in Place	211.4 sq. ft.	5.00	1,057.00
Type "E" Signs in Place	31.2 sq. ft.	5.50	171.60
			$ 2,566.80
Flagging (57½% of Contractor's Cost)	All Required		250.00
			$ 2,816.80
	Subtotal		$147,891.05
	10% Engr. & Cont.		14,789.10
	Total		$162,680.15

Length of Roadway - - - - - - 0.769 Mile
Cost of Roadway Per Mile- - - $211,547.65

Federal Funds* -	$100,500.00
State Funds- -	62,180.15
	$162,680.15

*	Total Cost	Federal Funds
P.A.	$160,021.67	$ 98,900.00
P.S. & E.	2,658.48	1,600.00
	$162,680.15	$100,500.00

6-10-59

RECEIVED
JUN 11 1959
FOR FILING

Monthly Transaction No. 6-51	For -2 (9-1. .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 8 U-131 (19) FI-27(9)	**FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
		Project No. **F-127(9)**

5318 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From 1.9 miles west to Grants Pass Urban boundary on U.S. 199

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**9-15-58**	**0.8**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **160,022**	Federal funds $ **98,900**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Deputy **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy **C. C. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 10, 1959**

USComm-DC 40257

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Redwood Highway Junction Section, Project No. F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Redwood Highway Junction Section, Project No. F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. F-127(9)

REDWOOD HIGHWAY JUNCTION SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 22, 1959

Type Code 6201
Roadway (Sta. 785+50 thru equa. 818+76.27-1386+83.66 to Sta. 1379+50)
(Contract No. 5368)

Clearing and Grubbing	All Required (40%)			$ 16,800.00
Removal of Curbs	420	lin. ft.	$0.30	126.00
Removal of Miscellaneous Concrete and Masonry	All Required (3%)			149.75
Drainage Excavation, Unclassified	720	cu. yds.	3.00	2,160.00
General Excavation, Unclassified	3,600	cu. yds.	0.55	1,980.00
Short Overhaul	698,400	yd. sta.	0.01	6,984.00
Long Overhaul	34,400	C-yd.sta.	0.35	12,040.00
Finishing Roadbed and Slopes	All Required (40%)			2,000.00
18-inch Corrugated Metal Pipe	120	lin. ft.	4.80	576.00
12-inch Concrete Pipe	30	lin. ft.	2.10	63.00
18-inch Concrete Pipe	840	lin. ft.	3.80	3,192.00
24-inch Concrete Pipe	120	lin. ft.	5.20	624.00
36-inch Concrete Pipe	220	lin. ft.	10.00	2,200.00
12-inch Corrugated Metal Siphon Pipe	240	lin. ft.	6.50	1,560.00
Concrete End Basins	18	cu. yds.	80.00	1,440.00
Extra for Pipe Under Pavement	60	lin. ft.	5.00	300.00
Class "A" Concrete In Box Culverts and Headwalls	430	cu. yds.	52.00	22,360.00
Metal Reinforcement in Box Culverts and Headwalls	76,800	lbs.	0.13	9,984.00
9-inch Concrete Surfacing	110	sq. yds.	6.50	715.00
Metal Guard Rail	700	lin. ft.	2.80	1,960.00
Coarse Crushed Material in Base	12,100	tons	2.15	26,015.00
3/4" - 0 Material in Base	3,850	tons	2.25	8,662.50
Sprinkling	360	M-gal.	3.00	1,080.00
Preparation of Base	All Required (40%)			800.00
3/4" - 0 Material in Binder Course	220	tons	3.15	693.00
Furnishing and Placing Aggregates	80	tons	3.60	288.00
RC-3 Asphalt	20	tons	48.00	960.00
120-150 Asphalt	4	tons	48.00	192.00
RS-1 Asphalt	2	tons	50.00	100.00
Class "B" Asphaltic Concrete	3,000	tons	6.05	18,150.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	0.60	120.00
				$144,274.25
Signing	All Required			500.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Seeding and Mulching	All Required			200.00
	Subtotal			$145,474.25
	10% Engr. & Cont.			14,547.42
	Total			$160,021.67

Length of Roadway	0.769 Mile
Cost of Roadway Per Mile	$20,809.05

Federal Funds	$ 98,900.00
State Funds	61,121.67
	$160,021.67

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-127(9)

REDWOOD HIGHWAY JUNCTION SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1958

Type Code 6201
Roadway (Sta. 785+50 thru Equa. 818+76.27 = 1386+83.66 to Sta. 1379+50)

Clearing and Grubbing	All	Required (40%)		$ 12,500.00
Removal of Curbs	420	lin. ft.	$ 0.50	210.00
Removal of Miscellaneous Concrete and Masonry	All	Required (3%)		105.00
Drainage Excavation, Unclassified	720	cu. yds.	4.00	2,880.00
General Excavation, Unclassified	3,600	cu. yds.	0.78	2,808.00
Short Overhaul	698,400	yd. sta.	0.01	6,984.00
Long Overhaul	34,400	C-yd.sta.	0.35	12,040.00
Finishing Roadbed and Slopes	All	Required (40%)		2,000.00
18-Inch Corrugated Metal Pipe	120	lin. ft.	5.00	600.00
12-Inch Concrete Pipe	30	lin. ft.	3.00	90.00
18-Inch Concrete Pipe	840	lin. ft.	4.50	3,780.00
24-Inch Concrete Pipe	120	lin. ft.	6.00	720.00
36-Inch Concrete Pipe	220	lin. ft.	10.00	2,200.00
12-Inch Corrugated Metal Siphon Pipe	240	lin. ft.	5.50	1,320.00
Concrete End Basins	18	~~only~~ Cu yds	55.00	990.00
Extra for Pipe Under Pavement	60	lin. ft.	5.00	300.00
Class "A" Concrete in Box Culverts and Headwalls	430	cu. yds.	55.00	23,650.00
Metal Reinforcement in Box Culverts and Headwalls	76,800	lbs.	0.15	11,520.00
9-Inch Concrete Surfacing	110	sq. yds.	8.00	880.00
Metal Guard Rail	700	lin. ft.	3.50	2,450.00
Coarse Crushed Material in Base	12,100	tons	1.90	22,990.00
3/4" - 0 Material in Base	3,850	tons	2.10	8,085.00
Sprinkling	360	M-gals.	3.00	1,080.00
Preparation of Base	All	Required (40%)		600.00
3/4" - 0 Material in Binder Course	220	tons	3.25	715.00
Furnishing and Placing Aggregates	80	tons	3.25	260.00
RC-3 Asphalt	20	tons	50.00	1,000.00
120-150 Asphalt	4	tons	50.00	200.00
RS-1 Asphalt	2	tons	52.00	104.00
Class "B" Asphaltic Concrete	3,000	tons	7.50	22,500.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	1.00	200.00
				$145,761.00

		$145,761.00
Work by California-Oregon Power Co.	All Required	200.00
Work by Pacific Telephone & Telegraph Co.	All Required	200.00
Signing	All Required	500.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
Seeding and Mulching	All Required	200.00
	Subtotal	$147,361.00
	10% Engr. & Cont.	14,736.10
	Total	$162,097.10

Length of Roadway	0.768 Mile
Cost of Roadway Per Mile	$210,789.46

Federal Funds	$100,000.00
State Funds	62,097.10
	$162,097.10

A

RECEIVED
NOV 12 1959
FOR FILING
[illegible]
[illegible]
5368

November 10, 1959

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is to acknowledge receipt of your letter of November 9 concerning State Highway Contract No. 5368 with R & M Construction Company and Ausland Construction Company.

We have checked with our Office Engineering Division and they have informed us that the amount of the estimates billed but not paid as of August 31, 1959 is $82,515.12. The retainage of $37,702.95 represents the retainage for both dates, August 31 and October 5.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

UNITED PACIFIC
UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

November 9, 1959

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Attention: C. W. Head

Re: R & M Construction Company/Ausland Construction Company
Contract No. 5368

Gentlemen:

Recently you kindly returned our inquiry regarding amounts owing to the above joint venture on the Pacific & Redwood Highway (Josephine County) grading and paving job. On our form which you returned you showed the total estimates paid as of October 5, 1959, whereas we would like to know the amount of estimates billed but not paid as of August 31, 1959.

9-10-59
$82,515.12

(Same for both dates)

You show Retainage on this job at $37,702.95. Does this figure represent the amount of Retainage withheld at August 31 or as of October 5.

Any information you can give us on this matter will be appreciated.

Very truly yours

S. W. Tanner

S. W. Tanner
Bond Department

SWT:jm

RECEIVED
NOV 10 1959
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
SEP - 2 1959
FOR FILING

U-131(19) In replying, refer to
D8-35.4
F-127(9)
5368

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

A

September 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Redwood Highway Jct., U-131(19)
F-127(9), Josephine County
Contract No. 5368 State F.O. # 4
Seeding, fertilizing and mulching on
cut and fill slopes. Estimated cost
$2,800. Federal Funds $1,708.

Dear Sir:

Reference is made to your letter dated August 18, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

Porter
File

RECEIVED
AUG 28 1959

FOR FILING

[illegible]

[illegible]

5[illegible]

File No.
Rd. No. M.P.
City of
Streets
Rural Urban

August 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads'
Room 408 State Highway Bldg.
Salem, Oregon

Dear Mr. Polk:

We are transmitting herewith preliminary plans showing proposed illumination for the Redwood Highway Junction Section located on US199. These plans are for your preliminary review and approval. It is believed that illumination is warranted on this interchange for several reasons. Vehicular volume figures are shown at various locations throughout the intersection. These figures are 1975 average daily traffic. It may be seen from these figures that this interchange would carry relatively high volumes on both the present US99 line and on the US199 line.

In addition, this interchange forms a major junction point located on the fringe of an urban area. The area surrounding this interchange is commercially well developed and contains a great deal of distracting sign lighting during the hours of darkness. It may be seen from the plan that a series of channelizing islands extend almost throughout the major portion of the interchange. In addition to these channelizing islands, there are also numerous access points. In order to illuminate these raised objects in the roadway and to provide illumination in those areas containing numerous access points, sections of lineal illumination were deemed necessary on several portions of the interchange. This is particularly true in the northerly portion of the interchange where the southbound US99 and US199 traffic streams divide.

It is also seen from the plan that the traffic control signal installation, consisting of a three phase fully-actuated signal and a flashing beacon, is proposed for this location. The three phase traffic control signal is located at the intersection of ORE238 and US199. This is a channelized intersection with left turn refuges carrying heavy through movements and heavy left turn movements. It is felt that fully-actuated three phase control is justified at this location in order to safely handle traffic through the intersection and to reduce conflicts between through movements and left turning movements.

NOTED
L. E. GEORGE

The second portion of the traffic control signal installation consists of a flashing beacon at the intersection of the southbound US99 leg with US199. It is felt that this flashing beacon will be required in order to provide a positive stop indication for traffic entering the intersection on US199. As may be seen, this is a channelized intersection and the geometric design of the channelization is such that a positive control over US199 traffic cannot be maintained through the use of a "STOP" sign. It is anticipated that both the illumination and the traffic control signal installation will be installed under an extra work order on the existing contract.

Based on the above mentioned information, it is felt that both the illumination and the traffic control signal installations would be justified. Your early review of these plans will be appreciated.

Very truly yours,

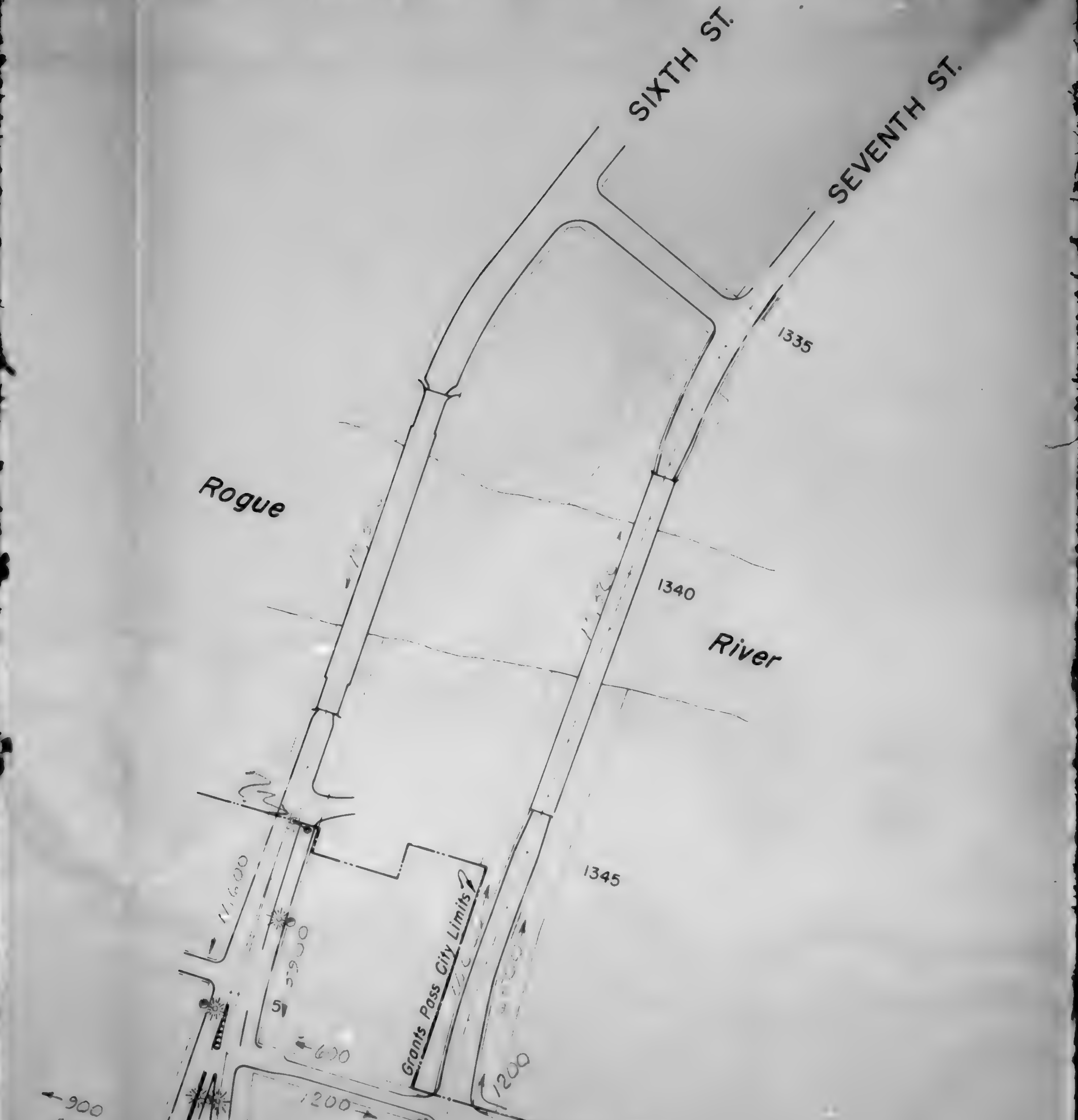
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

LSO:jj
Attachment
bcc F. B. Crandall
J. W. Nash

REDWOOD HIGHWAY JUNCTION INTERCHA


SIXTH ST.
SEVENTH ST.
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Rogue
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River
1345
Grants Pass City Limits
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← 600
1200
1200 →
← 1700
1700 →
← 900
900 →
1350
500
10
10

INTERCHANGE

REDWOOD INTE
CAVEMAN BRIDGE
REDWOOD HIG
JOSEPHINE CO

FED. ROAD DIV. NO.	STATE
	OREGON

SCALE 0 200 400

ESTIMATED COST

Traffic signal control	$15,500
Illumination (Steel Poles)	42,000
Illumination (Subway)	1,000
Total	$58,500

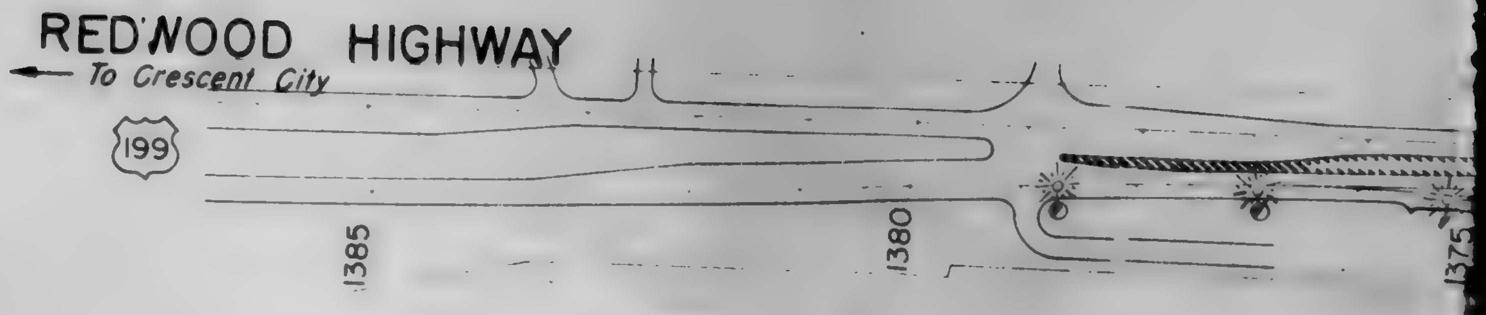
REDWOOD INTERCHANGE
CAVEMAN BRIDGE SECTION
REDWOOD HIGHWAY
JOSEPHINE COUNTY

FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OREGON				See index

SCALE 0 200 400 800 FEET

ED COST

ontrol	$15,500
el Poles)	$42,000
way)	$ 1,000
Total	$58,500


REDWOOD HIGHWAY
To Crescent City
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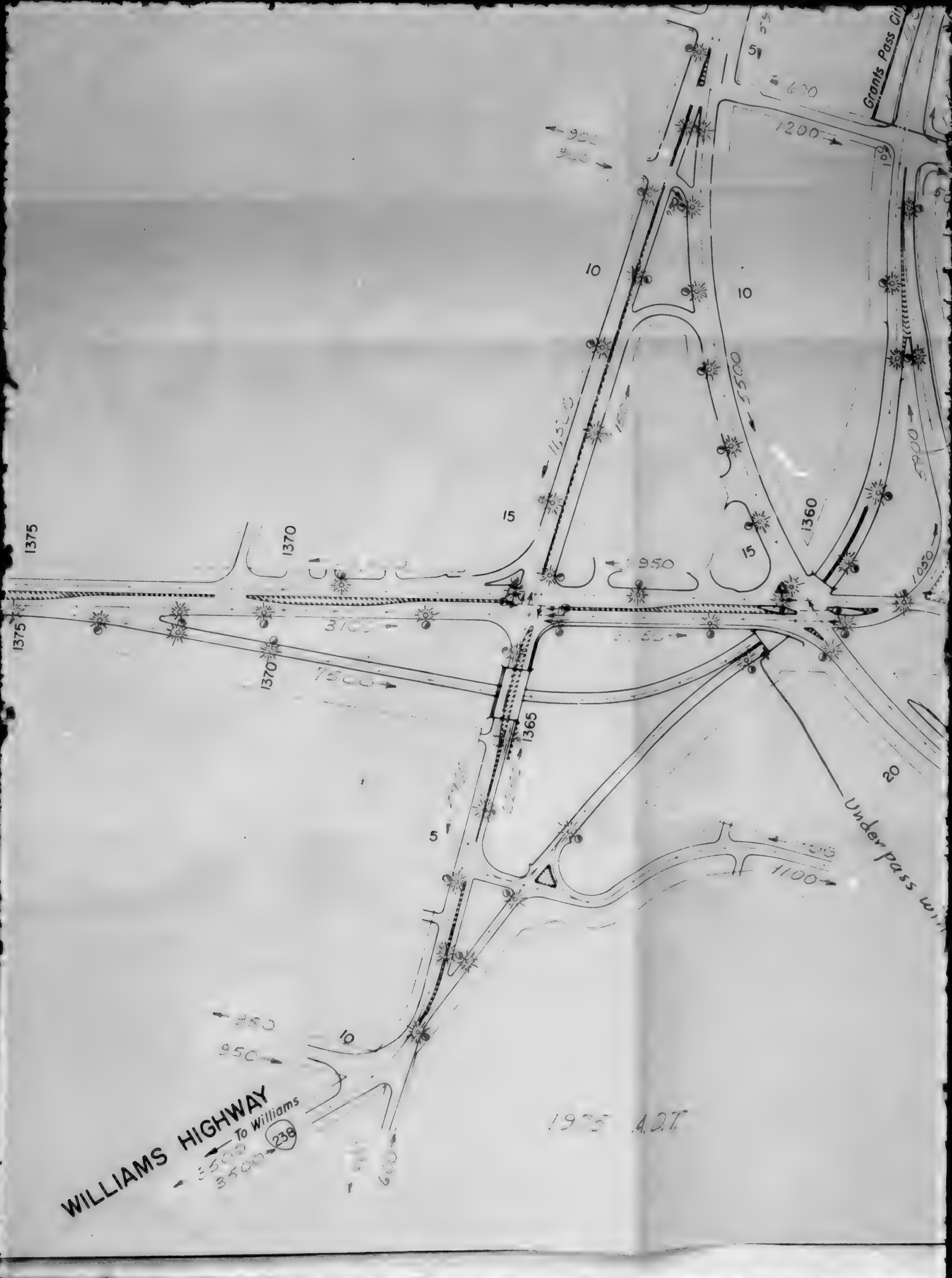
1375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To Williams
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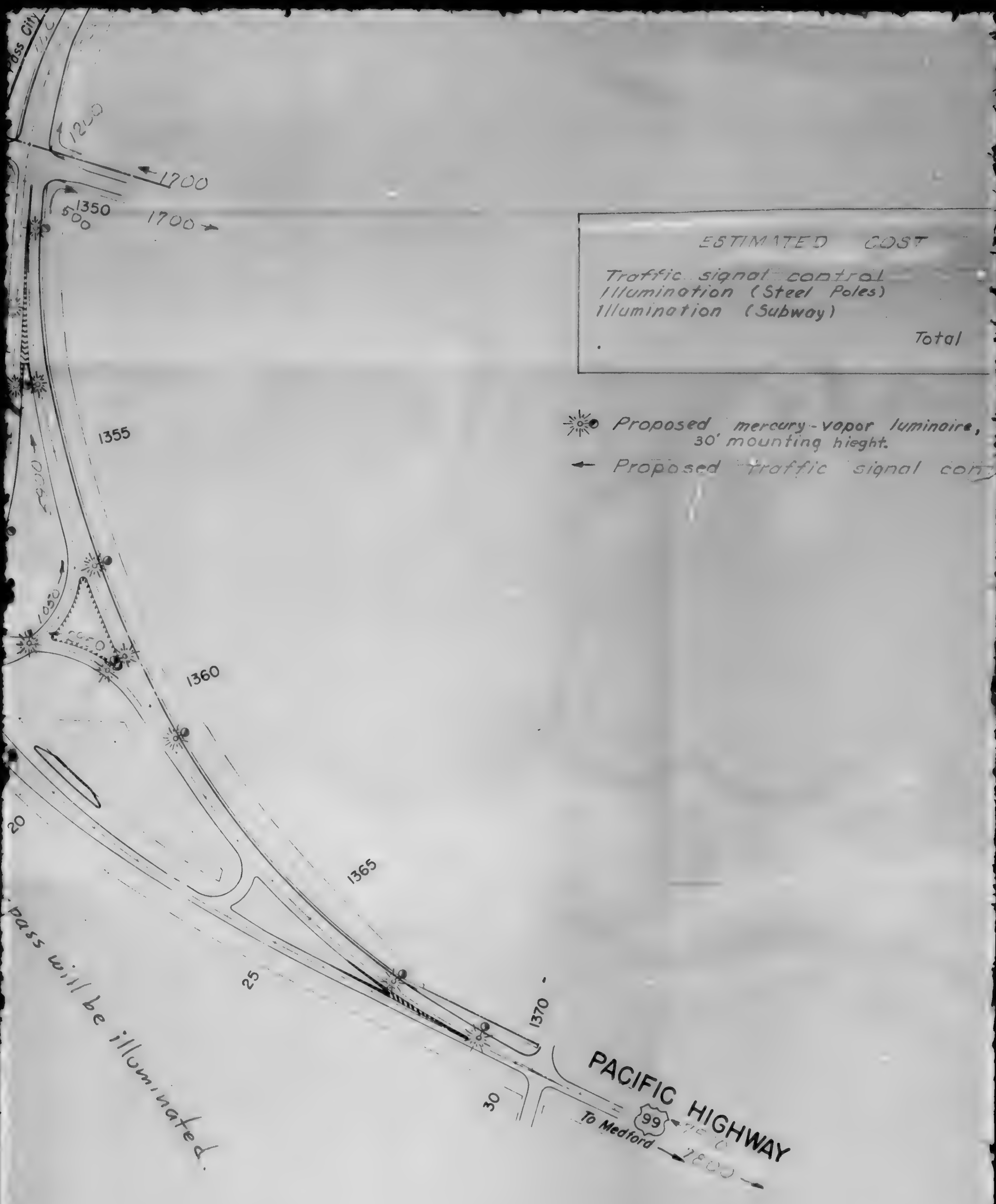
1975 A.D.T.



...ass City
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1050
1360
20
1365
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1370
30
PACIFIC HIGHWAY
99
To Medford
750
1800

ESTIMATED COST

Traffic signal control
Illumination (Steel Poles)
Illumination (Subway)

Total

☼ Proposed mercury-vapor luminaire, 30' mounting hieght.

← Proposed traffic signal con

pass will be illuminated.

TED — COST

control	$15.500
eel Poles)	$42,000
bway)	$ 1,000
Total	$58,500

ry-vapor luminoire, Type II, 20,000 lumen lamp
ting hieght.
ffic signal control

AY

			Mile Post
Action	Date	Signature	Title
Submitted			Traffic Control Eng'r
Approved			Asst Maint Eng'r
			Traffic Engineer
			Asst Hwy Eng'r
			U S B P R
Accepted			

RECEIVED
AUG 19 1959

FOR FILING

U 131(19)
F 127(9)
5368

August 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Contract No. 5368, in connection with Federal Aid Project Nos. U-131(19) and F-127(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,800, with Federal participation of $1,708.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
JUN 30 1959
FOR FILING

11 [illegible]
F7. -
5368

files

A

Salem, Oregon
June 26, 1959

Redwood Highway Junction
Redwood Highway
Contract No. 5368

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I forward herewith an Order for State Force Work to construct scale pit, scale foundations and approach slabs. It is felt that this work can be better done by State forces in the interest of coordination and utilization of the present scale mechanism.

This work is of the non-participating category anyway, therefore, we will not lose any federal monies by doing it by State forces.

It is, therefore, my recommendation that the State Force Order be approved as submitted.

Tom Edwards
Construction Engineer

By

L. N. Young
Assistant Construction Engineer

LNY:fp

Enc.

cc G. W. Ross
I. A. DeFrance
F. D. Morgan

A

RECEIVED
MAY 21 1959

FOR FILING

[illegible]

F-127(9)

3268

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Redwood Highway Junction Section
Pacific and Redwood Highways
Josephine County
Project U-131(17), F-127(9)
File 08-35.5

Dear Sir:

Herewith are three copies of the letter dated May 18, 1959, from The California Oregon Power Company in connection with adjusting its facilities on the above project.

The estimate, submitted by the Company with a letter dated November 12, 1958, applied only to facilities on Project U-131(19). This letter stated that an additional estimate would be submitted for the western portion, or Project F-127(9).

The attached letter states that no estimate will be submitted or billing made for work on the westerly section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

RECEIVED
[illegible] 1959
FOR FILING

April 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering fencing and removal of a barn on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Contract No. 5368, in connection with Federal Aid Project No. U-131(9), F-127(9).

This work is necessary to protect the highway from trespass and clear for construction.

The barn encroaches on railroad property acquired for this project. Removal of a portion of the barn is required for construction.

The new fence between Stations 816+8 and 817+80 will be new right of way fence. Other fencing required is necessary to keep stock from trespass on the highway during construction. These items are not covered in the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
R 21 1959

FOR FILING

[illegible]

[illegible]

[illegible]

April 17, 1959

Oregon Projects U-131(19)
and F-127(9)
Redwood Highway Junction
Extra Work Order No. 4
Temporary Signing

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 15, 1959, regarding the subject order, your file 08-35.4.

Your reference to Sections 4-1.4.7 and 7-1.7.9 of the General Specifications as covering all signing on a construction project and being normally required of the contractor is not in accordance with the interpretation of the Department.

The contractor is required to furnish barricades, lights, danger signs and detour signs necessitated by construction. This would include dangerous drop-off on shoulders, open ditches, revisions of connecting and cross roads, shoulder detours, etc.

The State's responsibility is directing and routing traffic. This may include advance warning signs and lights, directional signs for changes in routes and warning signs as necessary. For years State forces have done this work on practically every construction project.

The Redwood Interchange is a complex project. It was recognised in planning that many changes would need to be made in the traffic pattern during construction. The amount of $7,500.00 was included in the project authorisation to cover these changes and other signing work not normally required of the contractor. Extra Work Order No. 4 in the amount of $1,500 is to cover furnishing, installation and moving the temporary directional signs by the contractor instead of by State forces.

Under "description of work to be done" the order states:

> "Signs to be installed under this order consist of signs that the State Highway has assumed obligation to control and pay for in an effort to achieve the safest possible conditions for the traveling public and to achieve consistent uniformity throughout the State."

This is in accordance with the long established policy of the Department and we request your consideration of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: L. H. Young

When replying, refer to:
08-33.4

April 15, 1939

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects U-131(19) &
F-127(9), Redwood Highway Jct.
Section - Pacific and Redwood
Highways - Extra Work Order No. 4
Temporary Signing
Contract No. 5368

Dear Sir:

We do not see where the work proposed under the subject order differs from that normally required of a contractor under Sec. 4-1.4.7 and Sec. 7-1.7.9 of your general specifications.

Before we approve this order it will be necessary that you submit a letter pointing out wherein this work differs from that covered by the above noted specifications.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
APR 16 1959
FOR FILING

[illegible]
[illegible]
5361

April 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering constructing a concrete headgate and connecting a 10-inch irrigation pape on the Redwood Highway Junction Section of the Pacific ~~and~~ Redwood Highways in Josephine County, Contract No. 5368, in connection with Federal Aid Project No. U-131(9) and No. F-127(9).

The original headgate for the irrigation pipe at Station 1379+60 was taken out by the construction of the new culvert. It must be replaced.

This work was not included in the plans or covered in the contract items.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
APR 13 1959
FOR FILING

U-131(9)
F-127(9)
5368

April 10, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering temporary signing on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Contract No. 5368, in connection with Federal Aid Project No. U-131(9) F-127(9).

This work is necessary for the guidance and protection of traffic during construction of the Interchange.

This was an anticipated item and funds for signing were included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lt
Encl.

1

RECEIVED
DEC 19 1958
FOR FILING

[illegible]

53AP

December 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of Flagging Costs on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Contract No. 5368, in [redacted] with Federal Aid Project Nos. U-131(9) and F-127(9)

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
DEC 8 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]
[illegible]
5368

Dec. 8, 1958

R & M Construction Co. and
W. M. Ausland
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5368, awarded Nov. 13, 1958, for structures, grading and paving on the Redwood Highway Junction of the Pacific and Redwood Highways in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 21 1958
FOR FILING
[illegible]
FT-[illegible]
5368

November 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 13, 1958, on Contract No. 5368, Redwood Highway Junction Section, in Josephine County, in connection with Federal Aid Project No. U-131(9), F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
NOV 20 1958

FOR FILING
U-131 (19)
FI-27 (9)
5368

A

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section Redwood Highway Junction
Contract No. 5368
Kind of Work Structures, Grading & Paving
F. A. Project No. U-131(9), F-127 (9)
Highway Pacific and Redwood
Date of Award of Contract Nov. 13, 1958
County Josephine
Specified Work Days 150
Contractor R & M Construction and W. M. Ausland
Work Days Start November 23, 1958

First Notification:

BPR
[illegible]

Commencement date November 13th., 1958 ✓

Second Notification:

Completion date .... Work Days Used ....

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site ....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site ....

Date November 18th., 1958

Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 97719

RECEIVED
NOV 17 1958
FOR FILING

U-131(9)
F-127(9)
3268

November 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of the estimate and sketches of the California-Oregon Power Company in connection with power line adjustments on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Project U-131(9), and F-127(9).

This completes the proposed agreement as submitted with our letter of November 5, 1958. Authorization to proceed with this work was given in your letter of November 7, 1958, your file No. 08-35.5

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
NOV 19 1958
FOR FILING

U-31 (19)
FI-27(1)
5268

AGENDA
DEC 11 1958

November 13, 1958

B & M Construction Co. and
E. M. Ausland
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, accepted your proposal for grading, paving, and construction of two concrete structures on the Redwood Highway Junction Section of the Pacific and Redwood Highways at Grants Pass in Josephine County for the sum of $154,05[illegible].00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5268.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 13, 1958

R & M Construction Co. & W. M. Ausland
Grants Pass,
Oregon

Contract for grading, paving, and construction of two concrete structures on Redwood Highway Jct. Section of the Pacific and Redwood Highways at Grants Pass in Josephine County for which you submitted low bid September 30, 1958, awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
Lee Gatlin

RECEIVED
NOV 13 1958
FOR FILING

[illegible]
[illegible]
5568

November 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structural work on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Projects U-131(19) and F-127(9), to the R & H Construction Co. and W. M. Ausland on the basis of the bid of $754,059.00 submitted on September 30, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible] When replying, refer to
[illegible] 08-35.4-0
5365

November 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U-131(19), Redwood Highway Junction Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5368 to R. & M. Construction Co. and W. M. Ausland of Grants Pass, Oregon, low bidder in the total amount of $754,059.00 for this project and Project F-127(9) at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
NOV 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
File ✓
FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

5368

When replying, refer to
08-35.4-0

November 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-127(9), Redwood Highway Junction Section of the Redwood Highway, we hereby concur as of this date in award of contract No. 5368 to R. & M. Construction Co. and W. M. Ausland of Grants Pass, Oregon, low bidder in the total amount of $754,059.00 for this project and Project U-131(19) at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
NOV 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1958
FOR FILING
OREGON DISTRICT

U-131(19)
FI-27(9)
5368

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to.
08-35.5

November 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects U-131(19) &
F-127(9) - Redwood Highway
Junction Section of the
Pacific and Redwood Highways

Dear Sir:

Authorization is hereby granted to proceed, as of October 6, 1958, with the necessary adjustment of the California-Oregon Power Company lines on the above projects.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
NOV 6 - 1958
FOR FILING

U-131(9)
F-127(9)
5-58

November 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of the Asistant Counsel's letter which describes work to be done in the revision of the California-Oregon Power Company lines on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, Project U-131(9), F-127(9) and establishes the obligation of the State to reimburse the company for certain portions.

Your approval of the proposed agreement and authorization to proceed with the work as of this date under the provisions of PPM-30-4 are requested.

Estimate and sketches to be prepared by the Company in completion of the agreement will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
SEP 17 1958
FOR FILING

U-131(19)
FI-27(9) When replying, refer to
5368 08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project U-131(19), grading, paving and structures on the Redwood Highway Jct. Section of the Pacific Highway. This is your authorization to advertise for bids.

This authorization is made with the understanding that construction changes will be made reducing the width of the Le. ramp from 44 feet to 24 feet as soon as practical between Station 1357 and Station 1350.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

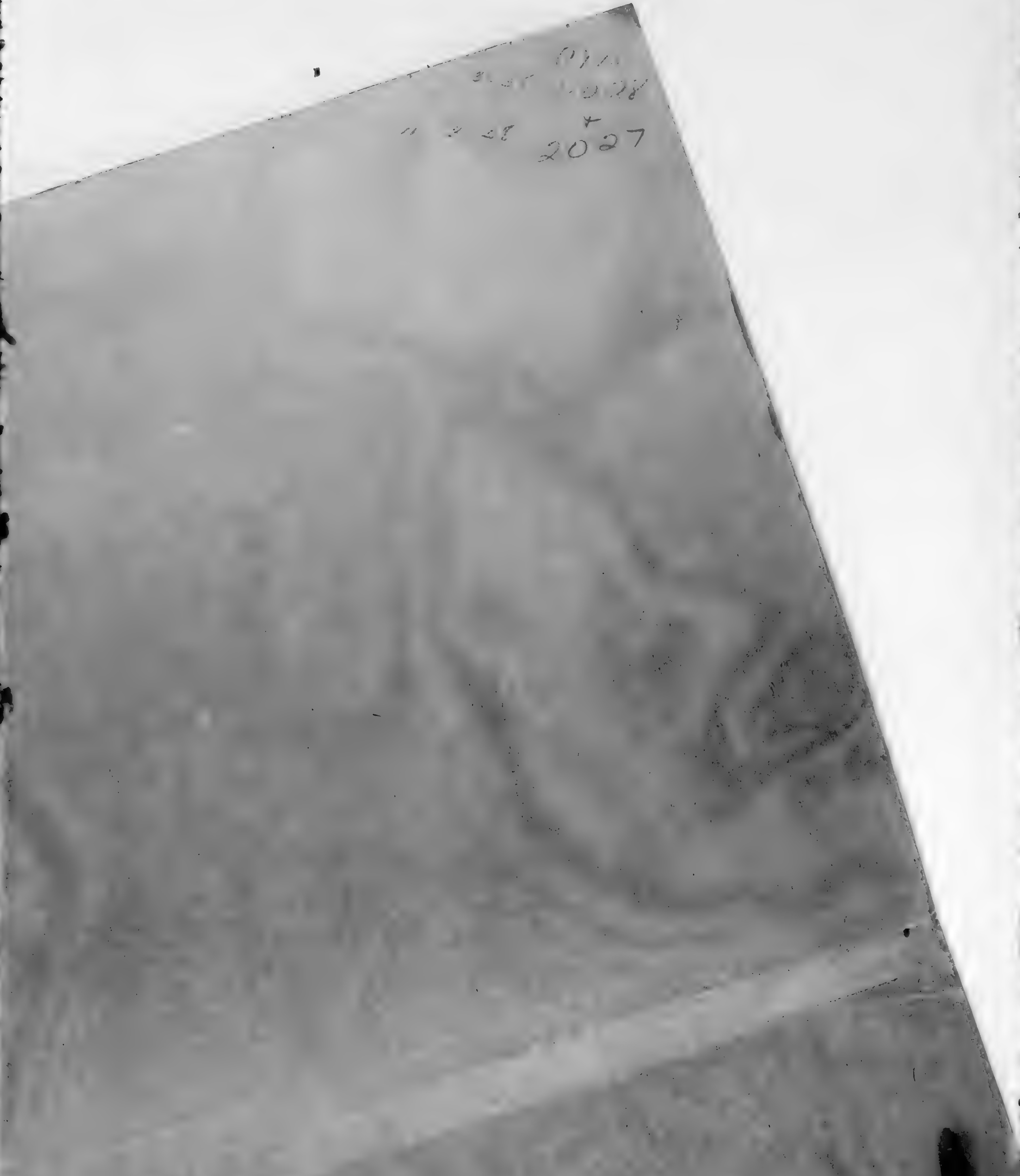
Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

DUS-198(6) Hillsdale-Barbur Blvd.- 1958
DU-203(6) Hamilton St. Structures,
#5369 Grading & Paving



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RECEIVED
DEC 2 - 1963

FORM E-90
FOR FILING

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace a portion of these signs in accordance with the terms of the guarantee:

SECTION Hillsdale - Barbur Blvd.

HIGHWAY Beaverton-Hillsdale ORE 10

CONTRACT NO. 5369 GUARANTEE NO. II

CONTRACTOR Hannan Bros.

MANUFACTURER California Metal Enameling Company
6904 E Saluson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1959

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE #
1 *	S 51	87+60	10 BEAVERTON-HILLSDALE EXIT 1/4 MILE	Excessive spalling of Panel 5

* Sign previously reported on May 9, 1963

Panels are numbered from the top down

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

RECEIVED
NOV 1 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
OCT 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5369

October 7, 1963

California Metal Enameling Co.
6904 E. Slauson Avenue
Los Angeles, California

Re: Replacement of Defective Porcelain Enamel Signs

Gentlemen:

We are advised that two porcelain enamel signs of your manufacture, located on the Hillsdale-Barbur Blvd. Section of the Beaverton Hillsdale Highway, ORE 10, have proven defective as shown by excessive or abnormal fading or discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. These signs were manufactured in 1958-1960 and were installed by Hannon Brothers contractors, under Contract No. 5369, and are further identified as follows:

Message	Station
10 BEAVERTON HILLSDALE EXIT 1/4 MILE	87+60
BEAVERTON HILLSDALE 10	103+40

This letter constitutes a formal demand that you replace each of the defective signs above designated, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
A. E. Johnson
L. I. Lindas
Hannon Brothers

NOTED
TOM EDWARDS

A

RECEIVED
MAY 13 1960
FOR FILING
Sus-19[illegible]
DU-203(6)
5369

May 13, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5369 for structures-grading-paving on the Hillsdale-Barbur Blvd. and Hamilton-Slavin Road Sections of the Beaverton-Hillsdale and Pacific Highways in Multnomah County was completed on February 26, 1960, and was formally accepted by the Highway Commission on March 10, 1960.

Final payment in the amount of $21,495.58 will be released to the contractor on or after May 23, 1960. The total contract amount is $415,430.00, of which amount $11,147.57 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
MAY 13 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section	Hillsdale-Barbur Blvd.		
Highway	Beaverton-Hillsdale Highway	ORE10	
Contract No.	5369	Guarantee No.	II
Contractor	Hannon Brothers		
Manufacturer	California Metal Enameling Co. 6904 E Slauson Ave. Los Angeles, Calif.		
Date Manufactured	1958 - 1960		

Sign No.	TED Dwg. No.	Station	Message	Failure
1	S 51	87+60	10 BEAVERTON HILLSDALE EXIT ¼ MILE	Excessive Fading
2	S 51	103+40	BEAVERTON HILLSDALE 10	Excessive Fading

L. E. George
L. E. George
Sign Engineer

LEG:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Division I

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—10M—2-59

S.18-198(6)
DU-[illegible]3(6)
5369

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 26, 1960

Section Hillsdale-Barbur Blvd. & Hamilton St.-Slavin Road Sections

Kind of work Structures, Grading & Paving

Highway Beaverton-Hillsdale & Pacific West County Multnomah

Section prefix 26-1021

Contractor Hannan Brothers Company

Contract number 5369

Date of contract November 14, 1958

Specified work days 140

Date work started October 29, 1958

Work days used 131

Project authorization $474,762.94

Exclusive of engineering $441,002.02

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 441,002.02

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost . Roadwork Only 100 %

Engineering authorization $33,760.92

Engineering cost to date $ 31,143.30, 92.2 %

Date project was completed February 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	See Bridge Engr's Report	100	100	XX

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor's forces cleaned some debris from the shoulder of Slavin Road adjacent to Station "B" 78+50 and with the performance of this work the project is considered compppleted.

CONSTRUCTION DIVISION
RECEIVED
FEB 29 1960
NOTED-- CE ACE ACE COE

Signed Roy W. Pyle Resident Engineer

Address 2131 S. W. Scholls Ferry Road, Portland 1, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.29	1.29		1.29	1.29
Miles partially completed	1.29	1.29		1.00	1.29
Miles completed	1.29	1.29		0	1.29
Total estimated quantities (contract)	42,000 CY	19,060 T		28 T	4,200 T
Total quantities corrected to date	42,000 CY	17,672 T		0 T	4,193 T
Estimated quantities moved or placed to date	42,000CY	17,672 T		0 T	4,193 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Holiday		
Tuesday	Cloudy		
Wednesday	Cloudy (Rain Night)		
Thursday	Fair		
Friday	Fair		
Saturday			

Cabinet 5[illegible]9

A

RECEIVED
V -5 1959
FOR FILING
[illegible]
[illegible]
5369

October 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Hamilton Street Slavin Road Section, Project No. DU-203(6).

The estimate has been revised to include cost of installation of traffic signs, work to be done under extra work order No. 7, dated October 20, 1959 and is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:jb

Oregon State Highway Department

Federal Aid
Project No. DU-203(6)

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate revised to include permanent traffic signs. Not as a basis for modification of project agreement.)

Salem, Oregon, October 30, 1959

Type Code 6201
Roadway (Sta. 58+02.10 to Sta. 93+31.70)(Contract No. 5369)

Clearing and Grubbing	All	Required (50%)		$ 5,500.00
Removal of Curbs	2,380	lin. ft.	$ 0.50	1,190.00
Removal of Inlets	5	only	25.00	125.00
Drainage Excavation, Unclassified	40	cu. yds.	4.00	160.00
Embankment in Place	8,300	cu. yds.	1.15	9,545.00
Finishing Roadbed and Slopes	All	Required (40%)		1,000.00
8-inch Sewer Pipe	160	lin. ft.	1.75	280.00
Extra for Pipe Under Pavement	70	lin. ft.	4.00	280.00
Concrete Inlets, Type "G"	8	only	70.00	560.00
Concrete Curbs and Islands	130	cu. yds.	45.00	5,850.00
Coarse Crushed Material in Base	5,400	tons	2.42	13,068.00
3/4" - 0 Material in Base	500	tons	2.50	1,250.00
Sprinkling	70	M-gal.	4.00	280.00
Preparation of Base	All	Required (40%)		400.00
3/4" - 0 Material in Binder Course	60	tons	3.50	210.00
MC-3 Asphalt	6	tons	50.00	300.00
Class "B" Asphaltic Concrete	900	tons	6.25	5,625.00
				$ 45,623.00
Flagging (57½% of Contractor's Costs)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer and Lights)	All	Required		4,200.00
Seeding and Mulching	All	Required		425.00
Traffic Signs (Permanent)	All	Required		1,000.00
	Subtotal			$ 52,498.00
	Engr. & Cont.			4,149.80
	Total			$ 56,647.80

Length of Roadway . . . . 0.669 Mile
Cost of Roadway Per Mile. . . . $84,675.33

Federal "DU" Funds.	$ 42,200.00
Federal "LU" Funds.	8,800.00
State Funds	5,647.80
	$ 56,647.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Contract 53[illegible]9

RECEIVED
[illegible]V - 5 1959
FOR FILING
53[illegible]7

October 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Hillsdale-Barbur Boulevard Section, Project No. DUS-198(6).

The estimate has been revised to include cost of installation of traffic signs, work to be done under extra work order No. 7, dated October 20, 1959 and is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:jb

Oregon State Highway Department

Federal Aid
Project No. DUS-198(6)

HILLSDALE-BARBUR BLVD. SECTION OF THE
BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate revised to include permanent traffic signs. Not as a basis for modification of project agreement.)

Salem, Oregon, October 30, 1959

Type Code 6201
Roadway (Sta. "R" 9+85 thru equa. "R" 1+93.37="LE" 0+00 to Sta. "LE" 25+13.89)
(Contract No. 5369)

Clearing and Grubbing	All	Required (50%)		$ 5,500.00
Removal of Curbs	220	lin. ft.	$ 0.50	110.00
Removal of Inlets	5	only	25.00	125.00
Drainage Excavation, Unclassified	60	cu. yds.	4.00	240.00
Embankment in Place	33, 700	cu. yds.	1.15	38,755.00
Finishing Roadbed and Slopes	All	Required (60%)		1,500.00
8-inch Sewer Pipe	340	lin. ft.	1.75	595.00
Extra for Pipe Under Pavement	20	lin. ft.	4.00	80.00
18-inch Concrete Pipe	44	lin. ft.	4.00	176.00
8-inch Corrugated Metal Pipe	50	lin. ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10	lin. ft.	4.00	40.00
Adjustment of Manholes	6	only	55.00	330.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	4	only	100.00	400.00
Concrete Inlets, Type "G"	14	only	70.00	980.00
Concrete Curbs and Islands	490	cu. yds.	45.00	22,050.00
1½-inch Electrical Conduit	160	lin. ft.	1.80	288.00
Salvaging Guard Rail	860	lin. ft.	0.85	731.00
Metal Guard Rail	770	lin. ft.	3.00	2,310.00
Coarse Crushed Material in Base	11,400	tons	2.42	27,588.00
3/4" - 0 Material in Base	1,500	tons	2.50	3,750.00
Sprinkling	230	M-gals.	4.00	920.00
Preparation of Base	All	Required (60%)		600.00
3/4" - 0 Material in Binder Course	200	tons	3.50	700.00
RC-3 Asphalt	22	tons	50.00	1,100.00
Class "B" Asphaltic Concrete	3,300	tons	6.25	20,625.00
Asphaltic Concrete Traffic Markers	400	lin. ft.	0.75	300.00
Structural Excavation	740	cu. yds.	5.00	3,700.00
Furnish Steel Piling	2,905	lin. ft.	3.80	11,039.00
Drive Steel Piles	88	only	42.00	3,696.00
Class "A" Concrete	600	cu. yds.	68.00	40,800.00
Metal Reinforcement	143,100	lbs.	0.135	19,318.50
Pipe Parapet Rail	663	lin. ft.	5.00	3,315.00
				$211,836.50
Flagging (57½% of Contractor's Costs)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer and Lights)	All	Required		4,100.00
Seeding and Mulching	All	Required		400.00
Removing of Building and Fuel Tanks	All	Required		1,300.00
EWO #4 (Temp. & Perm. sewer service to Hazel Property)	All	Required		635.00

Traffic Signs (Permanent)	All Required		$ 2,000.00
	Subtotal		$221,521.50
	Engr. & Cont.		17,823.65
	Total		$239,345.15

Type Code X231
Barbur Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)(Contract No. 5369)

Structural Excavation	420 cu. yds.	$ 5.00	$ 2,100.00
Furnish Steel Piling	900 lin. ft.	3.80	3,420.00
Drive Steel Piles	36 only	42.00	1,512.00
Furnish Treated Timber Piling	2,710 lin. ft.	1.30	3,523.00
Drive Timber Piles	121 only	42.00	5,082.00
Class "A" Concrete	1,075 cu. yds.	70.00	75,250.00
Metal Reinforcement	262,000 lbs.	0.135	35,370.00
Structural Steel	All Required		18,000.00
Pipe Parapet Rail	1,110 lin. ft.	5.00	5,550.00
8-inch Metal Drain Pipe	30 lin. ft.	4.00	120.00
	Subtotal		$149,927.00
	10% Engr. & Cont.		14,992.70
	Total		$164,919.70

Length of Roadway	0.521 mile
Length of 1 Structure	0.105 mile
Total Length.	0.626 mile
Cost of Roadway per Mile.	$459,395.68

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LU" Funds	State Funds
Roadway	$239,345.15	$178,400.00	$ 37,500.00	$ 23,445.15
Structure	164,919.70	122,900.00	25,800.00	16,219.70
	$404,264.85	$301,300.00	$ 63,300.00	$ 39,664.85

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920;
Chap. 529, Laws, 1939
State Funds for Maint.: Chap. 529, Laws, 1939

RECEIVED

5369

When replying, refer to
08-35.4-DA

408 State Highway Bldg.
Salem, Oregon

October 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects DUS-198(6) - DU 203(6)
Hillsdale-Barbur Boulevard and
Hamilton Street-Slavin Road Sections
Total Estimated cost $800.00
Federal Funds 490.00

Dear Sir:

Reference is made to your letter dated October 13, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: E. E. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
SEP 23 1959

FOR FILING
UI-S-198(6)
DU-203(6)
5337

September 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include costs of establishing water and sewer service as per EWO #6 dated September 4, 1959, for the Hamilton Street-Slavin Road Section, Project No. DU-203(6).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. DU-203(6)

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate revised to include costs of sewer and water service per EWO #6. Not as a basis for modification of project agreement.)

Salem, Oregon, September 17, 1959

Type Code 6201
Roadway (Sta. 58+02.10 to Sta. 93+31.70)(Contract No. 5369)

Clearing and Grubbing	All Required (50%)		$ 5,500.00
Removal of Curbs	2,380 lin. ft.	$ 0.50	1,190.00
Removal of Inlets	5 only	25.00	125.00
Drainage Excavation, Unclassified	40 cu. yds.	4.00	160.00
Embankment in Place	8,300 cu. yds.	1.15	9,545.00
Finishing Roadbed and Slopes	All Required (40%)		1,000.00
8-inch Sewer Pipe	160 lin. ft.	1.75	280.00
Extra for Pipe Under Pavement	70 lin. ft.	4.00	280.00
Concrete Inlets, Type "C"	8 only	70.00	560.00
Concrete Curbs and Islands	130 cu. yds.	45.00	5,850.00
Coarse Crushed Material in Base	5,400 tons	2.42	13,068.00
3/4" - 0 Material in Base	500 tons	2.50	1,250.00
Sprinkling	70 M-gal.	4.00	280.00
Preparation of Base	All Required (40%)		400.00
3/4" - 0 Material in Binder Course	60 tons	3.50	210.00
RC-3 Asphalt	6 tons	50.00	300.00
Class "B" Asphaltic Concrete	900 tons	6.25	5,625.00
			$ 45,623.00
Flagging (57½% of Contractor's Costs)	All Required (50%)		1,250.00
Work by City of Portland (Water, Sewer and Lights)	All Required		4,200.00
Seeding and Mulching			425.00
Establish Sewer and Water Service, EWO #6	All Required		630.00
	Subtotal		$ 52,128.00
	Engr. & Cont.		4,519.80
	Total		$ 56,647.80

Length of Roadway - - - - - - 0.669 Mile
Cost of Roadway Per Mile- - - $84,675.33

Federal "DU" Funds -	$ 42,200.00
Federal "LU" Funds -	8,800.00
State Funds- -	5,647.80
	$ 56,647.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

September 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include EWO #4 dated August 16, 1959 covering temporary and permanent sewer service to the Hamel project at the right of R-1 Line, Station 3+75, for the Hillsdale-Barbur Blvd. Section, Project No. DUS-198(6).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. DUB-198(6)

HILLSDALE-BARBUR BLVD. SECTION OF THE BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate revised to include E.W.O. #4, dated August 18, 1959, (temporary and permanent sewer service to Hamel Property R-1 Sta. 3+75. Not as a basis for modification of project agreement.)

Salem, Oregon, September 1, 1959

Type Code 6201
Roadway (Sta. "R" 9+85 thru equa. "R" 1+93.37="LE" 0+00 to Sta. "LE" 25+13.89)
(Contract No. 5369)

Clearing and Grubbing	All	Required (50%)		$ 5,500.00
Removal of Curbs	220	lin.ft.	$0.50	110.00
Removal of Inlets	5	only	25.00	125.00
Drainage Excavation, Unclassified	60	cu.yds.	4.00	240.00
Embankment in Place	33,700	cu.yds.	1.15	38,755.00
Finishing Roadbed and Slopes	All	Required (60%)		1,500.00
8-inch Sewer Pipe	340	lin.ft.	1.75	595.00
Extra for Pipe Under Pavement	20	lin.ft.	4.00	80.00
18-inch Concrete Pipe	44	lin.ft.	4.00	176.00
8-inch Corrugated Metal Pipe	50	lin.ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10	lin.ft.	4.00	40.00
Adjustment of Manholes	6	only	55.00	330.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	4	only	100.00	400.00
Concrete Inlets, Type "G"	14	only	70.00	980.00
Concrete Curbs and Islands	490	cu.yds.	45.00	22,050.00
1½-inch Electrical Conduit	160	lin.ft.	1.80	288.00
Salvaging Guard Rail	860	lin.ft.	0.85	731.00
Metal Guard Rail	770	lin.ft.	3.00	2,310.00
Coarse Crushed Material in Base	11,400	tons	2.42	27,588.00
3/4" - 0 Material in Base	1,500	tons	2.50	3,750.00
Sprinkling	230	M-gals.	4.00	920.00
Preparation of Base	All	Required (60%)		600.00
3/4" - 0 Material in Binder Course	200	tons	3.50	700.00
RC-3 Asphalt	22	tons	50.00	1,100.00
Class "B" Asphaltic Concrete	3,300	tons	6.25	20,625.00
Asphaltic Concrete Traffic Markers	400	lin.ft.	0.75	300.00
Structural Excavation	740	cu.yds.	5.00	3,700.00
Furnish Steel Piling	2,905	lin.ft.	3.80	11,039.00
Drive Steel Piles	88	only	42.00	3,696.00
Class "A" Concrete	600	cu.yds.	68.00	40,800.00
Metal Reinforcement	143,100	lbs.	0.135	19,318.50
Pipe Parapet Rail	663	lin.ft.	5.00	3,315.00
				$211,836.50
Flagging (57½% of Contractor's Costs)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer & Lights)	All	Required		4,100.00
Seeding and Mulching	All	Required		400.00
Removing of Building and Fuel Tanks	All	Required		1,300.00
EWO #4 (Temp. & Perm sewer service to Hamel Property)	All	Required		635.00

	Subtotal	$219,521.50
	Engr. & Cont.	19,823.65
	Total	$239,345.15

Type Code X231
Barbur Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)(Contract No. 5369)

Structural Excavation	420	cu.yds.	$5.00	$ 2,100.00
Furnish Steel Piling	900	lin.ft.	3.80	3,420.00
Drive Steel Piles	36	only	42.00	1,512.00
Furnish Treated Timber Piling	2,710	lin.ft.	1.30	3,523.00
Drive Timber Piles	121	only	42.00	5,082.00
Class "A" Concrete	1,075	cu.yds.	70.00	75,250.00
Metal Reinforcement	262,000	lbs.	0.135	35,370.00
Structural Steel	All	Required		18,000.00
Pipe Parapet Rail	1,110	lin.ft.	5.00	5,550.00
8-inch Metal Drain Pipe	30	lin.ft.	4.00	120.00
		Subtotal		$149,927.00
		10% Engr. & Cont.		14,992.70
		Total		$164,919.70

Length of Roadway . . . . 0.521 mile
Length of 1 Structure . . . . 0.105 mile
Total length. . . . . 0.626 mile
Cost of Roadway per mile. $459,395.68

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LU" Funds	State Funds
Roadway	$239,345.15	$178,400.00	$37,500.00	$23,445.15
Structure	164,919.70	122,900.00	25,800.00	16,219.70
	$404,264.85	$301,300.000	$63,300.00	$39,664.85

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

GUNTHER F. KRAUSE
DENNIS J. LINDSAY
R. W. NAHSTOLL
DONALD G. KRAUSE
ALAN H. JOHANSEN
GARRY P. MCMURRY

KRAUSE, LINDSAY & NAHSTOLL
ATTORNEYS AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
CAPITOL 8-7434

MAURICE N. EBEN
OF COUNSEL

5369

May 18, 1959

C
O
P
Y

Hamman Bros. Company
8410 S. E. Otty Road
Portland, Oregon

Gentlemen:

This letter is to inform you that this office has been retained by Mr. Theodore R. Kilgore to represent him in the matter of wage claim he presently has against C. M. Kilgore Excavating Company.

The facts available show that Mr. Theodore R. Kilgore began work for C. M. Kilgore Excavating Company on October 29, 1958. At that time, C. M. Kilgore Excavating Company was a subcontractor to G. D. Dennis & Son, working on the Slavin Street overpass on Barbur Boulevard. It is our understanding that G. D. Dennis & Son was at that time a subcontractor to you--Hamman Bros.

Our figures show that Mr. Kilgore worked the following number of hours at the following times:

10/29/58			8
10/30/58			8
10/31/58			8
11/3/58	through	11/8/58	40
11/10/58	"	11/15/58	40
11/17/58	"	11/22/58	40
11/24/58	"	11/29/58	32
12/1/58	"	12/6/58	40
12/8/58	"	12/13/58	40
12/15/58	"	12/29/58	40
12/22/58	"	12/27/58	32
12/29/58	"	12/31/58	24
1/1/59	"	1/3/59	8

1/5/59	through	1/10/59	40
1/12/59	"	1/17/59	48
1/19/59	"	1/24/59	40
1/26/59	"	1/31/59	48
2/2/59	"	2/7/59	48
2/9/59	"	2/14/59	8
2/16/59	"	2/17/59	16

Mr. Theodore Kilgore also informs us that at the time this work was performed in a total of 608 hours the wage scale then existing was $2.55. That amount of work at that wage scale would entitle Mr. Theodore Kilgore to a total of $1,550.40. Mr. Theodore Kilgore also informs us that of that total amount due to him only $600.00 was paid by Kilgore Excavating Company. This leaves a balance of $950.40 presently due and owing to Mr. Theodore Kilgore from Kilgore Excavating Company.

On behalf of Mr. Theodore Kilgore, we now make formal demand upon C. M. Kilgore Excavating Company, G. D. Dennis & Son, and Hannan Bros., an each of you, for the payment of $950.40 presently due and owing to Theodore R. Kilgore.

I hope that the enclosed information is sufficient for you to check upon this claim and make the necessary payments, thereby avoiding litigation. I shall be expecting to hear from you by the 25th of this month.

Very truly yours,

Garry P. McMurry

Garry P. McMurry

GPM:m

cc: G. D. Dennis & Son
7355 S. E. Johnson Creek Blvd.
Portland, Oregon

C. M. Kilgore Excavating Company
Otis Junction, Oregon

Floyd Query
Commission Secretary
State Highway Department
State Highway Building
Salem, Oregon

Mr. Theodore R. Kilgore
9900 S. E. Lynwood
Portland, Oregon

A

[illegible]

RECEIVED
MAY 15 1959
FOR FILING

[illegible]
[illegible]
[illegible]

May 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Hillsdale-Barbur Blvd. Section, Project No. DUG-198(6).

The estimate has been revised to include cost of removal of building and fuel tanks as an extra work item. This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. DUS-198(6)

[illegible] BLVD. SECTION OF THE

BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate revised to include removal of building and fuel tanks. Not as a basis for modification of project agreement.)

Salem, Oregon, May 15, 1959

Type Code 6201
Roadway (Sta. "R" 9+35 thru equa. "R" 1+93.37-"LE" 0+00 to Sta. "LE" 25+13.89)
(Contract No. 5369)

Clearing and Grubbing	All Required (50%)		$ 5,500.00
Removal of Curbs	220 lin.ft.	$0.50	110.00
Removal of Inlets	5 only	25.00	125.00
Drainage Excavation, Unclassified	60 cu. yds.	4.00	240.00
Embankment in Place	33,700 cu. yds.	1.15	38,755.00
Finishing Roadbed and Slopes	All Required (60%)		1,500.00
8-inch Sewer Pipe	340 lin. ft.	1.75	595.00
Extra for Pipe Under Pavement	20 lin. ft.	4.00	80.00
18-inch Concrete Pipe	44 lin. ft.	4.00	176.00
8-inch Corrugated Metal Pipe	50 lin. ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10 lin. ft.	4.00	40.00
Adjustment of Manholes	6 only	55.00	330.00
Adjustment of Inlets	1 only	50.00	50.00
Reconstruction of Manholes	4 only	100.00	400.00
Concrete Inlets, Type "G"	14 only	70.00	980.00
Concrete Curbs and Islands	490 cu. yds.	45.00	22,050.00
1½-inch Electrical Conduit	160 lin. ft.	1.80	288.00
Salvaging Guard Rail	860 lin. ft.	0.85	731.00
Metal Guard Rail	770 lin. ft.	3.00	2,310.00
Coarse Crushed Material in Base	11,400 tons	2.42	27,588.00
3/4" - 0 Material in Base	1,500 tons	2.50	3,750.00
Sprinkling	230 M-gal.	4.00	920.00
Preparation of Base	All Required (60%)		600.00
3/4" - 0 Material in Binder Course	200 tons	3.50	700.00
RC-3 Asphalt	22 tons	50.00	1,100.00
Class "B" Asphaltic Concrete	3,300 tons	6.25	20,625.00
Asphaltic Concrete Traffic Markers	400 lin. ft.	0.75	300.00
Structural Excavation	740 cu. yds.	5.00	3,700.00
Furnish Steel Piling	2,905 lin. ft.	3.80	11,039.00
Drive Steel Piles	88 only	42.00	3,696.00
Class "A" Concrete	600 cu. yds.	68.00	40,800.00
Metal Reinforcement	143,100 lbs.	0.135	19,318.50
Pipe Parapet Rail	663 lin. ft.	5.00	3,315.00
			$211,836.50
Flagging (57½% of Contractor's Costs)	All Required (50%)		1,250.00
Work by City of Portland (Water, Sewer & Lights)	All Required		4,100.00
Seeding and Mulching	All Required		400.00
Removal of Building and Fuel Tanks	All Required		1,300.00
	Subtotal		$218,886.50
	Engr. & Cont.		20,458.65
	Total		$239,345.15

Type Code X231

Harbor Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)(Contract No.5369)

Structural Excavation	420	cu. yds.	$5.00	$ 2,100.00
Furnish Steel Piling	900	lin. ft.	3.80	3,420.00
Drive Steel Piles	36	only	42.00	1,512.00
Furnish Treated Timber Piling	2,710	lin. ft.	1.30	3,523.00
Drive Timber Piles	121	only	42.00	5,082.00
Class "A" Concrete	1,075	cu. yds.	70.00	75,250.00
Metal Reinforcement	262,000	lbs.	0.135	35,370.00
Structural Steel	All	Required		18,000.00
Pipe Parapet Rail	1,110	lin. ft.	5.00	5,550.00
8-inch Metal Drain Pipe	30	lin. ft.	4.00	120.00
	Subtotal			$149,927.00
	10% Engr. & Cont.			14,992.70
		Total		$164,919.70

Length of Roadway - - - - - - - - 0.521 Mile
Length of 1 Structure - - - - - - 0.105 Mile
Total Length- - - - - - - - - - - 0.626 Mile
Cost of Roadway Per Mile- - - - $459,395.68

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LL" Funds	State Funds
Roadway	$239,345.15	$178,400.00	$37,500.00	$23,445.15
Structure	164,919.70	122,900.00	25,800.00	16,219.70
	$404,264.85	$301,300.00	$63,300.00	$39,664.85

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 21 1959
FOR FILING

FUS-198(6)
FU-203(6)
5369

January 20, 1959

1086

Mr. and Mrs. E. Lee Maxon
6164 S. W. Capitol Highway
Portland 1, Oregon

Dear Mr. and Mrs. Maxon:

Your letter concerning a drainage problem and possible access problems on your property has been referred to this office for appropriate action.

We have had the matter investigated by Mr. A. V. Benedict, Assistant Metropolitan Engineer of this area. He states that the proposed curbing stops west of your easterly property line and our construction will not change the drainage pattern or the natural drainage channel across your property; nor will we in any way interfere with the existing accesses from your property to the highway. Some future improvement, not yet in the planning stage, may require some solution, but none is now apparent.

We appreciate your interest in this situation and thank you for calling it to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

TS:jw:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Portland, Oregon
January [illegible]

SUBJECT: Hillsdale Barbur Boulevard Section
Beaverton-Hillsdale Highway
[illegible]
Assignment No. [illegible]

To Mr. [illegible]
Construction Engineer
State Highway Department
Salem, Oregon

Attention: [illegible]

In response to [illegible] of January [illegible] and assignment [illegible] Highway, [illegible] of the [illegible] in front of the [illegible] in question. [illegible] a natural [illegible]

I [illegible] obligation to [illegible] in question. [illegible]

I recommend that no action be taken toward filling the ditch [illegible] that our present improvement will not affect their property.

[illegible]
[illegible] Engineer

[illegible]
cc: [illegible]
Mr. [illegible]

CONSTRUCTION DIVISION
RECEIVED
JAN 15 '59
NOTED- ☐ ☐ ☐ ☐ ☐

PLEASE RETURN TO
FORREST COOPER

Portland 1, Ore.
Jan. 6th 1958.

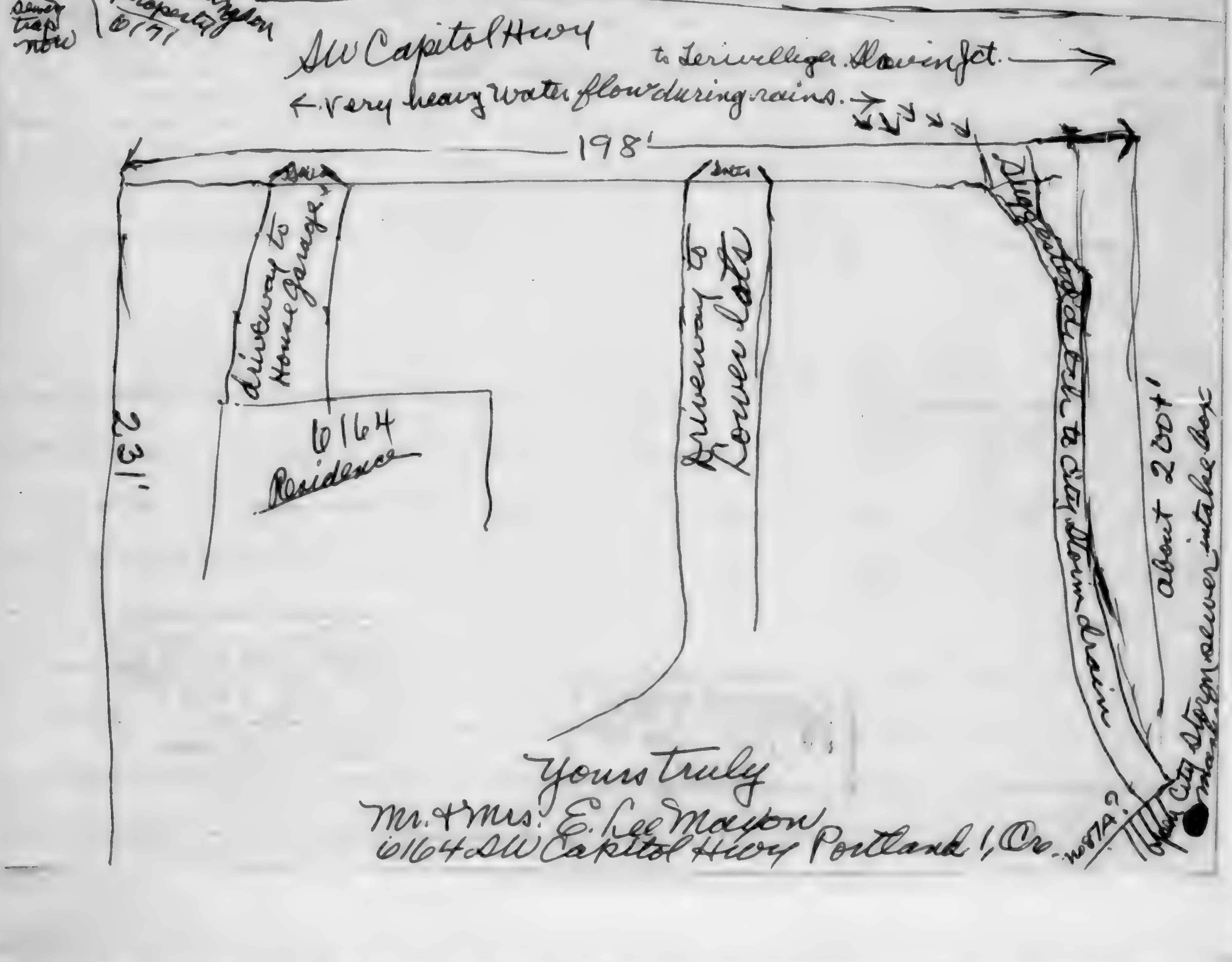
State Highway Dept.
Salem, Ore.
Gentlemen :-

In connection with the Hillsdale to Slavin Road Junction with Barbur Boulevard we were talking with one of the surveyors a few weeks ago.

He told us we should tell you that there are 2 driveways to our properties on S. W. Capitol Highway and that we use both of them. One connects with lower levels of lots and the other goes to our house garage — gates are on both entrances. Surveyor gave us to Understand that new widening of SW Capitol Highway would be "Curbed" on our side and that was the reason we should write to you. We have 198 ft frontage on the highway.

There is also a drainage problem on this stretch of road and a few years ago we suggested that an oiled open ditch along the northerly edge of our property would connect with a large city storm Sewer opening.

If this ditch was made it would stop a lot of bank erosion on the highway and we would be glad to grant you the privilege and right of way for the ditch. The writer and another Engineer are of the opinion that an open ditch would be better than a closed pipe storm water trap. The city storm sewer box is on our property. Sewer man hole is just outside of our lower fence.


sewer trap now
to H7 Hemmingson property 6171
SW Capitol Hwy
to Terwilliger Slavin Jct. →
← very heavy water flow during rains. →
198'
Sewer
Sewer
driveway to House Garage
driveway to Lower lots
6164 Residence
231'
Suggested ditch to City Storm drain
about 200+'
City Storm sewer intake box
City
no 87A?

Yours truly
Mr. & Mrs. E. Lee Mayon
6164 SW Capitol Hwy Portland 1, Ore.

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

NUI-198(6)
DU-303(6)
5369

Dec. 12, 1958

Hannan Brothers Company
8410 S. E. Otty Road
Portland 66, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5369, awarded Nov. 14, 1958, for structures, grading and paving on the Hillsdale-Barbur Boulevard and Hamilton-Slavin Road Sections of the Beaverton-Hillsdale and Pacific West Highways in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid S42-19(6)
Project No. DU-203(6)

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1958

Type Code 6201
Roadway (Sta. 58+02.10 to Sta. 93+31.70)(Contract No. 5369)

Clearing and Grubbing	All	Required (50%)		$ 5,500.00
Removal of Curbs	2,380	lin. ft.	$0.50	1,190.00
Removal of Inlets	5	only	25.00	125.00
Drainage Excavation, Unclassified	40	cu. yds.	4.00	160.00
Embankment in Place	8,300	cu. yds.	1.15	9,545.00
Finishing Roadbed and Slopes	All	Required (40%)		1,000.00
8-inch Sewer Pipe	160	lin. ft.	1.75	280.00
Extra for Pipe Under Pavement	70	lin. ft.	4.00	280.00
Concrete Inlets, Type "G"	8	only	70.00	560.00
Concrete Curbs and Islands	130	cu. yds.	45.00	5,850.00
Coarse Crushed Material in Base	5,400	tons	2.42	13,068.00
3/4" - 0 Material in Base	500	tons	2.50	1,250.00
Sprinkling	70	M-gal.	4.00	280.00
Preparation of Base	All	Required (40%)		400.00
3/4" - 0 Material in Binder Course	60	tons	3.50	210.00
RC-3 Asphalt	6	tons	50.00	300.00
Class "B" Asphaltic Concrete	900	tons	6.25	5,625.00
				$ 45,623.00
Flagging (57½% of Contractor's Costs)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer and Lights)	All	Required		4,200.00
Seeding and Mulching				425.00
	Subtotal			$ 51,498.00
	10% Engr. & Cont.			5,149.80
		Total		$ 56,647.80

Length of Roadway - - - - - - - 0.669 Mile
Cost of Roadway Per Mile- - - - $84,675.33

Federal "DU" Funds- -	$ 42,200.00
Federal "LU" Funds- -	8,800.00
State Funds -	5,647.80
	$ 56,647.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DU-203(6)

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 11, 1958

Type Code 6201
Roadway (Sta. 58+02.10 to Sta. 93+31.70)

Clearing and Grubbing	All	Required (50%)		$ 4,250.00
Removal of Curbs	2,380	lin. ft.	$0.40	952.00
Removal of Inlets	5	only	30.00	150.00
Drainage Excavation, Unclassified	40	cu. yds.	3.00	120.00
Embankment in Place	8,300	cu. yds.	0.83	6,889.00
Finishing Roadbed and Slopes	All	Required (40%)		600.00
8-inch Sewer Pipe	160	lin. ft.	2.00	320.00
Extra for Pipe Under Pavement	70	lin. ft.	3.00	210.00
Concrete Inlets, Type "G"	8	only	85.00	680.00
Concrete Curbs and Islands	130	cu. yds.	40.00	5,200.00
Coarse Crushed Material in Base	5,400	tons	1.60	8,640.00
3/4" - 0 Material in Base	500	tons	1.75	875.00
Sprinkling	70	M-gals.	3.00	210.00
Preparation of Base	All	Required (40%)		160.00
3/4" - 0 Material in Binder Course	60	tons	3.00	180.00
RC-3 Asphalt	6	tons	75.00	450.00
Class "B" Asphaltic Concrete	900	tons	7.50	6,750.00
				$ 36,636.00
Flagging (57½% of Contractor's Cost)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer and Lights)	All	Required		4,200.00
Seeding and Mulching				425.00
	Subtotal			$ 42,511.00
	10% Engr. & Cont.			4,251.10
		Total		$ 46,762.10

Length of Roadway - - - - - - - - - 0.669 Mile
Cost of Roadway Per Mile- - - - - $69,898.50

Federal "DU" Funds -	$ 34,000.00
Federal "LU" Funds -	7,000.00
State Funds- -	5,762.10
	$ 46,762.10

Oregon State Highway Department

Federal Aid
Project No. DUS-198(6)

HILLSDALE-BARBUR BLVD. SECTION OF THE
BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1958

Type Code 6201
Roadway (Sta. "R" 9+05 thru equa. "R" 1+93.37="LE" 0+00 to Sta. "LE" 25+13.89)
(Contract No. 5369)

Clearing and Grubbing	All	Required (50%)		$ 5,500.00
Removal of Curbs	220	lin. ft.	$0.50	110.00
Removal of Inlets	5	only	25.00	125.00
Drainage Excavation, Unclassified	60	cu. yds.	4.00	240.00
Embankment in Place	33,700	cu. yds.	1.15	38,755.00
Finishing Roadbed and Slopes	All	Required (60%)		1,500.00
8-inch Sewer Pipe	340	lin. ft.	1.75	595.00
Extra for Pipe Under Pavement	20	lin. ft.	4.00	80.00
18-inch Concrete Pipe	44	lin. ft.	4.00	176.00
8-inch Corrugated Metal Pipe	50	lin. ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10	lin. ft.	4.00	40.00
Adjustment of Manholes	6	only	55.00	330.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	4	only	100.00	400.00
Concrete Inlets, Type "G"	14	only	70.00	980.00
Concrete Curbs and Islands	490	cu. yds.	45.00	22,050.00
1½-inch Electrical Conduit	160	lin. ft.	1.80	288.00
Salvaging Guard Rail	860	lin. ft.	0.85	731.00
Metal Guard Rail	770	lin. ft.	3.00	2,310.00
Coarse Crushed Material in Base	11,400	tons	2.42	27,588.00
3/4" - 0 Material in Base	1,500	tons	2.50	3,750.00
Sprinkling	230	M-gal.	4.00	920.00
Preparation of Base	All	Required (60%)		600.00
3/4" - 0 Material in Binder Course	200	tons	3.50	700.00
RC-3 Asphalt	22	tons	50.00	1,100.00
Class "B" Asphaltic Concrete	3,300	tons	6.25	20,625.00
Asphaltic Concrete Traffic Markers	400	lin. ft.	0.75	300.00
Structural Excavation	740	cu. yds.	5.00	3,700.00
Furnish Steel Piling	2,905	lin. ft.	3.80	11,039.00
Drive Steel Piles	88	only	42.00	3,696.00
Class "A" Concrete	600	cu. yds.	68.00	40,800.00
Metal Reinforcement	143,100	lbs.	0.135	19,318.50
Pipe Parapet Rail	663	lin. ft.	5.00	3,315.00
				$211,836.50
Flagging (57½% of Contractor's Costs)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer & Lights)	All	Required		4,100.00
Seeding and Mulching	All	Required		400.00

Subtotal	$217,586.50
10% Engr. & Cont.	21,758.65
Total	$239,345.15

Type Code X231
Barbur Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)(Contract No. 5369)

Structural Excavation	420	cu. yds.	$5.00	$ 2,100.00
Furnish Steel Piling	900	lin. ft.	3.80	3,420.00
Drive Steel Piles	36	only	42.00	1,512.00
Furnish Treated Timber Piling	2,710	lin. ft.	1.30	3,523.00
Drive Timber Piles	121	only	42.00	5,082.00
Class "A" Concrete	1,075	cu. yds.	70.00	75,250.00
Metal Reinforcement	262,000	lbs.	0.135	35,370.00
Structural Steel	All	Required		18,000.00
Pipe Parapet Rail	1,110	lin. ft.	5.00	5,550.00
8-inch Metal Drain Pipe	30	lin. ft.	4.00	120.00
		Subtotal		$149,927.00
		10% Engr. & Cont.		14,992.70
		Total		$164,919.70

Length of Roadway - - - - - - - - - - 0.521 Mile
Length of 1 Structure - - - - - - - - 0.105 Mile
Total Length- - - - - - - - - - - - - 0.626 Mile
Cost of Roadway Per Mile- - - - - - $459,395.68

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LU" Funds	State Funds
Roadway	$239,345.15	$178,400.00	$37,500.00	$23,445.15
Structure	164,919.70	122,900.00	25,800.00	16,219.70
	$404,264.85	$301,300.00	$63,300.00	$39,664.85

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. DUS-198(6)

Oregon State Highway Department

HILLSDALE-BARBUR BLVD. SECTION OF THE BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 11, 1958

Type Code 6201
Roadway (Sta. "R" 9+85 thru Equa. "R" 1+93.37="LE" 0+00 to Sta. "LE" 25+13.89)

Clearing and Grubbing	All	Required (50%)		$ 4,250.00
Removal of Curbs	220	lin. ft.	$0.40	88.00
Removal of Inlets	5	only	30.00	150.00
Drainage Excavation, Unclassified	60	cu. yds.	3.00	180.00
Embankment in Place	33,700	cu. yds.	0.83	27,971.00
Finishing Roadbed and Slopes	All	Required (60%)		900.00
8-inch Sewer Pipe	340	lin. ft.	2.00	680.00
Extra for Pipe Under Pavement	20	lin. ft.	3.00	60.00
18-inch Concrete Pipe	44	lin. ft.	4.50	198.00
8-inch Corrugated Metal Pipe	50	lin. ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10	lin. ft.	4.50	45.00
Adjustment of Manholes	6	only	50.00	300.00
Adjustment of Inlets	1	only	35.00	35.00
Reconstruction of Manholes	4	only	200.00	800.00
Concrete Inlets, Type "G"	14	only	85.00	1,190.00
Concrete Curbs and Islands	490	cu. yds.	40.00	19,600.00
1½-inch Electrical Conduit	160	lin. ft.	1.75	280.00
Salvaging Guard Rail	860	lin. ft.	1.50	1,290.00
Metal Guard Rail	770	lin. ft.	3.50	2,695.00
Coarse Crushed Material in Base	11,400	tons	1.60	18,240.00
3/4" - 0 Material in Base	1,500	tons	1.75	2,625.00
Sprinkling	230	M-gals.	3.00	690.00
Preparation of Base	All	Required (60%)		240.00
3/4" - 0 Material in Binder Course	200	tons	3.00	600.00
RC-3 Asphalt	22	tons	75.00	1,650.00
Class "B" Asphaltic Concrete	3,300	tons	7.50	24,750.00
Asphaltic Concrete Traffic Markers	400	lin. ft.	1.00	400.00
Structural Excavation	740	cu. yds.	8.00	5,920.00
Furnish Steel Piling	2,905	lin. ft.	5.00	14,525.00
Drive Steel Piles	88	only	60.00	5,280.00
Class "A" Concrete	600	cu. yds.	70.00	42,000.00
Metal Reinforcement	143,100	lbs.	0.135	19,318.50
Pipe Parapet Rail	663	lin. ft.	7.00	4,641.00
				$201,716.50
Flagging (57½% of Contractor's Cost)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer & Lights)	All	Required		4,100.00
Seeding and Mulching	All	Required		400.00

Subtotal	$207,466.50
10% Engr. & Cont.	20,746.65
Total	$228,213.15

Type Code X231
Barbur Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)

Structural Excavation	420	cu. yds.	$6.00	$ 2,520.00
Furnish Steel Piling	900	lin. ft.	5.00	4,500.00
Drive Steel Piles	36	only	60.00	2,160.00
Furnish Treated Timber Piling	2,710	lin. ft.	1.50	4,065.00
Drive Timber Piles	121	only	60.00	7,260.00
Class "A" Concrete	1,075	cu. yds.	75.00	80,625.00
Metal Reinforcement	262,000	lbs.	0.13	34,060.00
Structural Steel	All	Required		17,000.00
Pipe Parapet Rail	1,110	lin. ft.	7.00	7,770.00
	Subtotal			$159,960.00
	10% Engr. & Cont.			15,996.00
	Total			$175,956.00

Length of Roadway - - - - - - - - 0.521 Mile
Length of 1 Structure - - - - - - 0.105 Mile
Total Length- - - - - - - - - - - 0.626 Mile
Cost of Roadway Per Mile- - - - $438,029.07

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LU" Funds	State Funds
Roadway	$228,213.15	$170,000.00	$35,000.00	$23,213.15
Structure	175,956.00	131,000.00	27,000.00	17,956.00
	$404,169.15	$301,000.00	$62,000.00	$41,169.15

Oregon State Highway Department

Federal Aid
Project No. DUS-198(6)

HILLSDALE-BARBUR BLVD. SECTION OF THE
BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1958

Type Code 6201
Roadway (Sta. "R" 9+85 thru equa. "R" 1+93.37="LE" 0+00 to Sta. "LE" 25+13.89)

Clearing and Grubbing	All	Required (50%)		$ 4,250.00
Removal of Curbs	220	lin. ft.	$0.40	88.00
Removal of Inlets	5	only	30.00	150.00
Drainage Excavation, Unclassified	60	cu. yds.	3.00	180.00
Embankment in Place	33,700	cu. yds.	0.83	27,971.00
Finishing Roadbed and Slopes	All	Required (60%)		900.00
8-inch Sewer Pipe	340	lin. ft.	2.00	680.00
Extra for Pipe Under Pavement	20	lin. ft.	3.00	60.00
18-inch Concrete Pipe	44	lin. ft.	4.50	198.00
8-inch Corrugated Metal Pipe	50	lin. ft.	2.50	125.00
12-inch Corrugated Metal Pipe	10	lin. ft.	4.50	45.00
Adjustment of Manholes	6	only	50.00	300.00
Adjustment of Inlets	1	only	35.00	35.00
Reconstruction of Manholes	4	only	200.00	800.00
Concrete Inlets, Type "G"	14	only	85.00	1,190.00
Concrete Curbs and Islands	490	cu. yds.	40.00	19,600.00
1½-inch Electrical Conduit	160	lin. ft.	1.75	280.00
Salvaging Guard Rail	860	lin. ft.	1.50	1,290.00
Metal Guard Rail	770	lin. ft.	3.50	2,695.00
Coarse Crushed Material in Base	11,400	tons	1.60	18,240.00
3/4" - 0 Material in Base	1,500	tons	1.75	2,625.00
Sprinkling	230	M-gal.	3.00	690.00
Preparation of Base	All	Required (60%)		240.00
3/4" - 0 Material in Binder Course	200	tons	3.00	600.00
RC-3 Asphalt	22	tons	75.00	1,650.00
Class "B" Asphaltic Concrete	3,300	tons	7.50	24,750.00
Asphaltic Concrete Traffic Markers	400	lin. ft.	1.00	400.00
Structural Excavation	740	cu. yds.	8.00	5,920.00
Furnish Steel Piling	2,905	lin. ft.	5.00	14,525.00
Drive Steel Piles	88	only	60.00	5,280.00
Class "A" Concrete	600	cu. yds.	70.00	42,000.00
Metal Reinforcement	143,100	lbs.	0.135	19,318.50
Pipe Parapet Rail	663	lin. ft.	7.00	4,641.00
				$201,716.50
Flagging (57½% of Contractor's Cost)	All	Required (50%)		1,250.00
Work by City of Portland (Water, Sewer & Lights)	All	Required		4,100.00
Seeding and Mulching	All	Required		400.00
	Subtotal			$207,466.50
	10% Engr. & Cont.			20,746.65
		Total		$228,213.15

Type Code X231
Barbur Blvd. Overcrossing (Sta. "LE" 13+50 to Sta. "LE" 19+03)

Structural Excavation	420	cu. yds.	$6.00	$ 2,520.00
Furnish Steel Piling	900	lin. ft.	5.00	4,500.00
Drive Steel Piles	36	only	60.00	2,160.00
Furnish Treated Timber Piling	2,710	lin. ft.	1.50	4,065.00
Drive Timber Piles	121	only	60.00	7,260.00
Class "A" Concrete	1,075	cu. yds.	75.00	80,625.00
Metal Reinforcement	262,000	lbs.	0.13	34,060.00
Structural Steel	All	Required		17,000.00
Pipe Parapet Rail	1,110	lin. ft.	7.00	7,770.00
8-inch Metal Drain Pipe	30	lin. ft.	4.00	120.00
	Subtotal			$160,080.00
	10% Engr. & Cont.			16,008.00
		Total		$176,088.00

Length of Roadway . . . . 0.521 Mile
Length of 1 Structure . . . . . 0.105 Mile
Total Length. . . . . 0.626 Mile
Cost of Roadway Per Mile. . . . $438,029.07

SUMMARY OF FUNDS

Description	Total Cost	Federal "DU" Funds	Federal "LU" Funds	State Funds
Roadway	$228,213.15	$170,000.00	$ 35,000.00	$ 23,213.15
Structure	176,088.00	131,000.00	27,000.00	18,088.00
	$404,301.15	$301,000.00	$ 62,000.00	$ 41,301.15

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Probert

When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project DUS-198(6) Hillsdale-Barbur Boulevard Section, Beaverton Hillsdale Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired. Please furnish the usual copies of the city encroachment resolution and agreement covering the readjustment of city utilities.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1958

FOR FILING
DUS-198(6)
DU-203(6)
5969

When replying, refer to:
08-35.5

November 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects DU-203(6) &
DUS-198(6)
Beaverton-Hillsdale Highway
City of Portland
Water Line Adjustments

Dear Sir:

We have today approved the agreement between the State and the City of Portland dated October 23, 1958, covering adjustment of water lines as requested in your letter of November 12, 1958.

Authorization is hereby granted to proceed with this work.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Project

RECEIVED
NOV [illegible] 1958
FOR FILING

DUS-198(6)
DU-203(6)
5369

When replying, refer to
08-35.4-0

November 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of November 13, 1958 advising that all rights-of-way have been acquired for Oregon Project DU-203(6), Hamilton St.-Slavin Road Section of the Pacific Highway West, we hereby concur as of this date in award of contract No. 5369 to Hannan Bros. Co. of Portland, Oregon, low bidder in the total amount of $407,386.50 for this project and Project DUS-198(6) at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

original to Project

RECEIVED

FOR FILING

DUS 198(6)

DU 203(6)

5369

A

When replying, refer to
08-35.4-0

November 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of November 13, 1958 advising that all rights-of-way have been acquired for Oregon Project DUS-198(6), Hillsdale-Barbur Blvd. Section of the Beaverton-Hillsdale Highway, we hereby concur as of this date in award of contract No. 5369 to Hannan Bros. Co. of Portland, Oregon, low bidder in the total amount of $407,386.50 for this project and Project DU-203(6) at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig. to Project

A

RECEIVED
NOV 19 1958
FOR FILING
[illegible]
[illegible]
[illegible]

November 14, 1958

Hannan Bros. Company
3525 N. E. Going Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for construction of the Hillsdale-Barbur Boulevard-Hamilton Street Structures, grading and paving on the Beaverton-Hillsdale and Pacific West Highways, Multnomah County, for the sum of $497, 386.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5369.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 14, 1958

Hannan Bros. Company
3525 N. E. Going Street
Portland 11, Oregon

Contract for Hillsdale-Barbur Boulevard-Hamilton Street Structures, grading and paving on Beaverton-Hillsdale and Pacific West Highways, Multnomah County, for which you submitted low bid on September 30, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files

RECEIVED
NOV 13 1958
FOR FILING

DUS-198(6)
DU-203(6)
5369

November 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Sir:

Re: Hillsdale-Barbur Blvd. and
Hamilton St.-Slavin Road Sections
FAP No. DUS-198(6) and DU-203(6)

On October 23 the Highway Commission accepted the low bid of Hannan Brothers Company, Portland, in the amount of $407,386.50 for the above project and instructed me to award the contract to said bidder when all rights of way for the project had been acquired.

All rights of way for the project have been acquired and I propose to award the contract to Hannan Brothers Company on November 14, 1958. May I have your concurrence in the award of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:skt

cc: Mr. C. A. Gardner

RECEIVED
NOV 13 1958
FOR FILING

[illegible]
[illegible]
5369

492
540

Salem, Oregon
November 3, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2028

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Cooperative Construction Agreement
Hamilton Street-Slavin Road and
Hillsdale-Barbur Blvd. Section
Beaverton-Hillsdale Highway and
Pacific Highway West,
City of Portland

Attached is a conformed copy of a Cooperative Construction Agreement with City of Portland covering the construction of the Hamilton Street-Slavin Road and Hillsdale-Barbur Blvd. Section of the Beaverton-Hillsdale Highway and Pacific Highway West in City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and three fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

FORM E-30 30M 9-57—6983

Agenda 10/23/58

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1958

SUBJECT: Cooperative Construction Agreement
Hamilton Street-Slavin Road and
Hillsdale-Barbur Boulevard Section,
Beaverton-Hillsdale Highway and
Pacific Highway West,
City of Portland

To: Mr. P. M. Stephenson
OFFICE

Attached are ~~four~~ five copies of an agreement covering the subject named project. ~~Three~~ Four copies have been executed by the city and are now ready for signature by the Highway Commission. These copies also require your signature of approval.

The project was approved by the Commission on 10/31/57.

This completes Assignments No. 492 and 540.

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 minutes page 48 & 5-8-58 Mins. page 48
Secretary

sign 4 copies

(A)

FORM E-30 25M 9-51 53318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1958

SUBJECT: Cooperative Construction Agreement
Beaverton-Hillsdale-Pacific Hwy.
City of Portland

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement.

Additional copies of same are available.

RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cc: L. I. Lindas

10/2/58

Mr Graham took the
~~[illegible]~~ Five copies which had
been approved by
Mr. Lindas
Pauline

FORM E-30 25M 8-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1958

SUBJECT: Cooperative Construction agreement
Beaverton-Hillsdale-Pacific Hwy.
City of Portland

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled agreement as per your request of June 1[illegible], 1958.

We have attached the one exhibit map sent to us to our file copy and understand County and City Relations will furnish additional maps when available.

[illegible] V. [illegible]
Staff Attorney

GVG:mb
Attachments
cc: [illegible] Lindas

RECEIVED
AUG 8 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Nelson file

RECEIVED
NOV 13 1958

FOR FILING
FAUS-198(6)
FAU-203(6)
5364

Salem, Oregon
November 3, 1958

MISC. CONTRACTS and AGREEMENTS No. 2027

Cooperative Agreement Multnomah County
Hamilton Street-Slavin Road &
Hillsdale-Barbur Blvd. Section
Beaverton-Hillsdale Hwy. &
Pacific Hwy.

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of an agreement with Multnomah County covering the reconstruction of Hamilton Street-Slavin Road and Hillsdale-Barbur Boulevard Section of Beaverton-Hillsdale & Pacific Highway West Highways.

A fully executed copy of the above agreement has been retained in this office for the Commissinn's files and one fully executed copy has been sent to the Multnomah County Court.

Secretary

rn
Attach: 1

FORM E-30 50M 8-57——6583

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1958

SUBJECT: Cooperative Agreement, Multnomah County:
Hamilton Street-Slavin Road &
Hillsdale-Barbur Boulevard Section,
Beaverton-Hillsdale Hwy. No. 40 &
Pacific Highway West

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement between Multnomah County and the State covering the subject project.

Two copies of the agreement have been executed by the Board of County Commissioners and may now be presented to the Highway Commission for signature of approval. Both copies require your signature.

This project was approved by the Highway Commission on October 31, 1957.

This completes Assignment No. 493.

C. G. S

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57, Minute Page 29066
Secretary

APPROVED
Paxson
ASST. STATE HIGHWAY ENGINEER
Date 10-17-58

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1958

SUBJECT: Cooperative Construction Agreement
Beaverton-Hillsdale Highway and
Pacific Highway West intersection
Slavin Road - Third Lane
Multnomah County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto as per your request of June 18, 1958, are six copies of the above entitled proposed agreement.

We have attached the one exhibit map sent us to our file copy and understand County and City Relations will furnish additional maps when available.

Glen Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
AUG 8 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 - 1958
FOR FILING

DUS-198(6)
DU-203(6)
5369

November 3, 1958

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of an agreement between the State Highway Commission and Multnomah County covering the reconstruction of Hamilton Street-Slavin Road and Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway and Pacific Highway West.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
NOV 5 - 1958
FOR FILING

November 3, 1958

Mr. Will Gibson, City Auditor
City of Portland
City Hall
1220 S.W. 5th Ave.
Portland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of the City of Portland three fully executed copies of an agreement between the State Highway Commission and the City of Portland covering construction of the Hamilton Street-Slavin Road and Hillsdale-Barbur Boulevard Section of the Beaverton-Hillsdale Highway and Pacific Highway West in City of Portland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

RECEIVED
SEP 8 - 1958
FOR FILING

September 8, 1958

Oregon State Highway Commission

Gentlemen:

On August 26, 1958 a hearing was held at the Council Chamber in Portland on the highway improvement project on Slavin Road and Barbur Boulevard between Hillsdale and Hamilton Street. You have been furnished a transcript of this hearing.

No objections were raised to the route; however, several people complained of a traffic situation at Condor Avenue near Hamilton Street at the northerly terminus of the project. Investigation revealed that their complaint was merited. We have been able to work out a satisfactory solution which is acceptable to the Bureau of Public Roads, which consists of constructing a short service road between S. W. Condor and S. W. Viewpoint Terrace. This will alleviate the situation. The complaint was that it was virtually impossible to make a left turn into S. W. Condor Street from the southbound lanes of Barbur Boulevard. By building the service road referred to above, this traffic can be handled through existing traffic lights on Barbur.

This project is to be financed from D or Crash funds, and it is hoped that we will be able to call for bids in the immediate future. I am attaching a map on which the details and survey are shown and request your approval of the survey and permission to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting September 11-12.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me hi

FORM E-10X—50M—6 58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 3, 1958

SUBJECT: Survey Approval Map
Hillsdale-Barbur Blvd. Section
Beaverton-Hillsdale Highway and
Hamilton St.-Slavin Road Section
Pacific Highway West

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey for submission to the Commission.

Hearing on this matter has been held.

This project is to be financed partly with "D" Funds, so early approval is desirable.

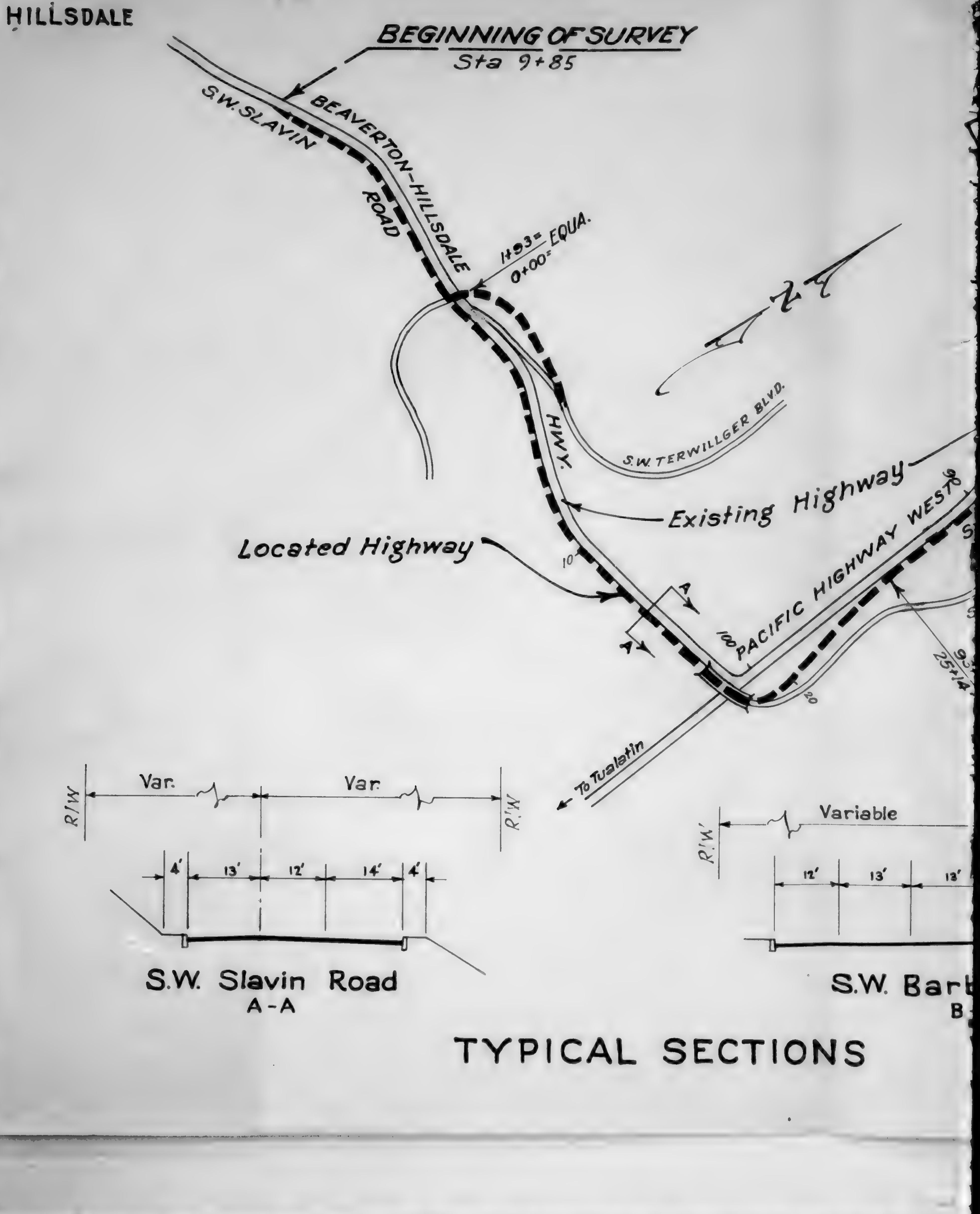
Tom Edwards
Construction Engineer

By

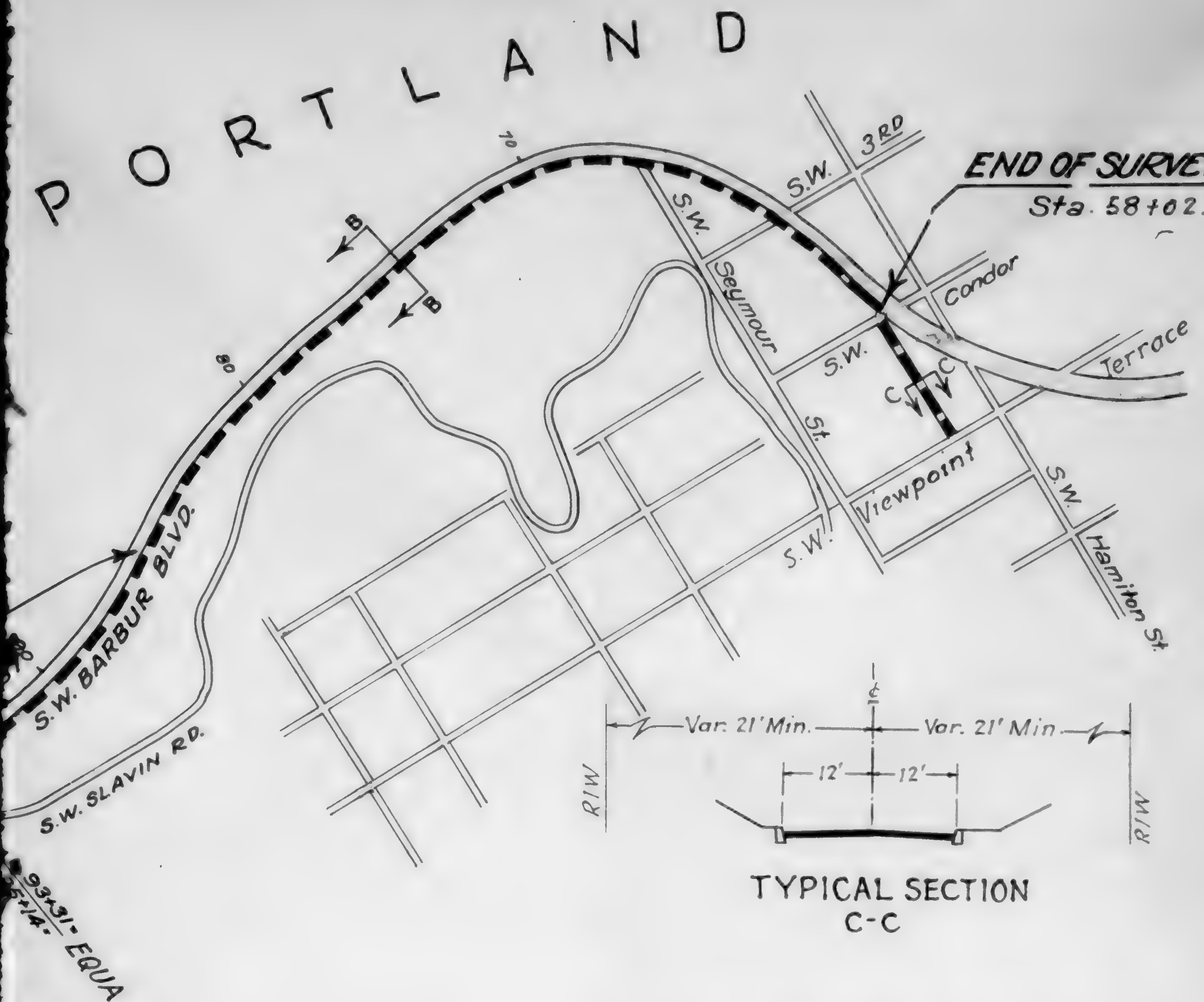
D. J. Barbee
Assistant Construction Engineer

DJB:fp

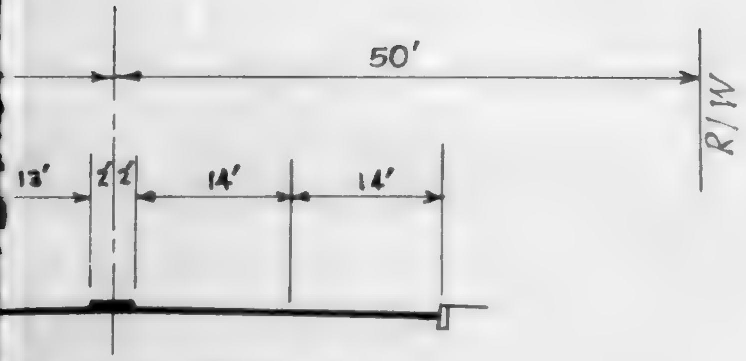
Attachments


HILLSDALE
BEGINNING OF SURVEY
Sta 9+85
S.W. SLAVIN
ROAD
BEAVERTON-HILLSDALE
HWY.
11+83= EQUA.
0+00=
S.W. TERWILLGER BLVD.
Existing Highway
Located Highway
10
A
A
100
PACIFIC HIGHWAY WEST
20
25+14
To Tualatin
R/W
Var.
Var.
R/W
4'
13'
12'
14'
4'
S.W. Slavin Road
A-A
R/W
Variable
12'
13'
13'
S.W. Bar

TYPICAL SECTIONS


PORTLAND
END OF SURVEY
Sta. 58+02.1
S.W. 3RD
S.W. Seymour St.
Condor
S.W. Terrace
S.W. Viewpoint
S.W. Hamilton St.
S.W. BARBUR BLVD.
S.W. SLAVIN RD.
B
B
C
C
70
80
93+31-
5+14-
EQUA.
Var. 21' Min.
Var. 21' Min.
12'
12'
R/W
R/W

TYPICAL SECTION
C-C


50'
13'
2'
2'
14'
14'
R/W

arbur Blvd.
B-B

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date September 8, 1958

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

HILLSDALE-BARBUR BLV'D SECTION
BEAVERTON-HILLSDALE HWY.

HAMILTON ST.-SLAVIN ROAD SECTION
PACIFIC HIGHWAY WEST

MULTNOMAH COUNTY

Scale 1"=400'　　May, 1958

Dwg. No. 1R-3-1204

For additional detail See Dwg's No. 6B-10-12 & 7B-32-11
(Dec., 1943) (May, 1955)

RECEIVED
SEP 1? 1958
X FOR FILING
OREGON DISTRICT
[illegible] 198(6)
Project DU-203(6)
5369

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project DU-203(6), Hamilton Street-Slavin Road Section of the Pacific Highway West. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired. Please furnish the usual copies of the City encroachment resolution and agreement covering the readjustment of City utilities.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 123
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1958
FOR FILING

Approved 9/11/58

[illegible]-198 (6)
[illegible]-203 (1)
3369

AGENDA
SEP 11 1958
4c-5

September 8, 1958

Oregon State Highway Commission

Gentlemen:

On August 26, 1958 a hearing was held at the Council Chamber in Portland on the highway improvement project on Slavin Road and Barbur Boulevard between Hillsdale and Hamilton Street. You have been furnished a transcript of this hearing.

No objections were raised to the route; however, several people complained of a traffic situation at Condor Avenue near Hamilton Street at the northerly terminus of the project. Investigation revealed that their complaint was merited. We have been able to work out a satisfactory solution which is acceptable to the Bureau of Public Roads, which consists of constructing a short service road between S. W. Condor and S. W. Viewpoint Terrace. This will alleviate the situation. The complaint was that it was virtually impossible to make a left turn into S. W. Condor Street from the southbound lanes of Barbur Boulevard. By building the service road referred to above, this traffic can be handled through existing traffic lights on Barbur.

This project is to be financed from D or Crash funds, and it is hoped that we will be able to call for bids in the immediate future. I am attaching a map on which the details and survey are shown and request your approval of the survey and permission to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting September 11-12.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
H. B. GLAISYER

RECEIVED
[illegible]V 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.

(MAP)

(57C)

2 extra copies furnished [illegible]

FORM E-90 80M 8-57—6562

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1958

SUBJECT: Survey Approval Map
Hillsdale-Barbur Blvd. Section
Beaverton-Hillsdale Highway and
Hamilton St.-Slavin Road Section
Pacific Highway West

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey for submission to the Commission.

Hearing on this matter has been held.

This project is to be financed partly with "D" Funds, so early approval is desirable.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

RECEIVED
SEP 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP 4 - 1958
FOR FILING

10US-19-(6)
10U-50-(6)
5369

Salem, Oregon
September 4, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

In our letter of June 25, 1958, you were informed that the BPR had, as of June 20, 1958, given limited authority for the acquisition of right of way for the Hillsdale-Barbur Blvd. Section of the Beaverton-Hillsdale Highway; prefix 26-2510.

We are now advised that the limitation above referred to has been removed and that as of August 29, 1958, we have authority of the Bureau to proceed with the acquisition of rights of way without limitation.

S. H. Probert
Office Engineer

SHP:cr

RECEIVED
JUL 9 - 1958
FOR FILING

U.S. 1-18(1)
DU 202(1)
5369

Salem, Oregon
June 25, 1958

BPR authorization to proceed with
acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of June 20, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

> Hillsdale-Barbur Blvd. Section of the Beaverton-Hillsdale Highway. Length 4,200 feet. Eastern terminus at Barbur Blvd. (Station R 15+51). Western terminus at Station R1 6+26. Prefix 26-2510.

This authorization is limited to incidentals connected with acquisition of rights of way, pending the holding of a hearing and the submission to the BPR of a favorable hearing certificate.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
MAY 26 1958
FOR FILING

DUS-198(6)
DU-203(2)
5369

Salem, Oregon
May 23, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

> Hillsdale-Barbur Blvd. Section of the Beaverton-Hillsdale Highway. Length 4,200 ft. Eastern terminus at Barbur Blvd. (Station R 15+51). Western terminus at Station R1 6+26. Prefix 26-2510.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:ia

DUS-402(1) E. Unit, Garden Valley 1958
Rd. Sec. (Grad. & Pav.)
#5370

NOTED

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

Contract 5370
DUS-402(1)

NOTED
HARWELL
Sent 4-19

April 18, 1963

NOTED
H. S. COX

NOTED
V. R JONES

Mr. H. S. Cox
County & City Relation Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Cox:

Douglas County would like two full size sets of prints of the East Unit of Garden Valley Road Section, Project No. ~~BUS~~ DUS -402(1). May we have these as soon as possible.

GV-7-1

Very truly,

Al H May

AHM/hb

Al. H. May by hb
County Engineer

HAS 800

RECEIVED
APR 19 1963
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63905

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

NOTED
V. R. JONES

NOTED
John F. Hagemann

[illegible]
[illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
Harold C. Ayers

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible] [illegible]			
[illegible] [illegible]			
[illegible]			[illegible]
[illegible] [illegible]			
[illegible] [illegible]			[illegible]
[illegible]			[illegible]

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
FEB 10 1960
ENGINEER
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt [illegible] Request [illegible]

By: [illegible]

A 150X (REVISED 12-59)

NOTE
V. R. JONES

NOTED
C. G. SWENSON

February 17, 1960

NOTED
Harold C. Ayers

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the East Unit, Garden Valley Road Section of FAS 600. As shown in the attached cost statement, a refund of $7,181.89 is due the county from the state. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. Al May, County Engineer

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/17/60

County Douglas Contract No. 5370 Date Completed 8/17/59

FAS 800 Section East Unit, Garden Valley Road

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$82,682.04
Construction engineering	7,547.82
TOTAL CONSTRUCTION COSTS	$94,229.86
FEDERAL FUNDS COLLECTED FOR PROJECT.	
"DS" Funds $65,600	
"LS" Funds 13,800	
Total	$79,400.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all costs in excess of $88,000
($94,229.86 - $88,000) = $6,229.86

50% of difference between $88,000 and federal funds
($88,000 - $79,400) X 1/2 = 4,300.00

TOTAL COUNTY SHARE. . . . $10,529.86

County Advance Deposit	$17,711.75
Less County Share	10,529.86
REFUND DUE COUNTY.....	$ 7,181.89

JFH:nm

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/17/60

County Douglas Contract No. 5370 Date Completed 8/17/59

FAS 800 Section East Unit, Garden Valley Road

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$86,682.04
Construction engineering	7,547.82
TOTAL CONSTRUCTION COSTS	$94,229.86
FEDERAL FUNDS COLLECTED FOR PROJECT.	
"ES" Funds $65,600	
"LS" Funds 13,800	
Total	$79,400.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all costs in excess of $88,000
($94,229.86 - $88,000) = $6,229.86

50% of difference between $88,000 and federal funds
($88,000 - $79,400) X 1/2 = 4,300.00

TOTAL COUNTY SHARE. . . . $10,529.86

County Advance Deposit	$17,711.75
Less County Share	10,529.86
REFUND DUE COUNTY.....	$ 7,181.89

JFH:mm

November 20, 19

STATE OF OREGON,

To Inter-City Sand & Gravel Co., Dr.

County Douglas

Postoffice address Eugene, Oregon

Highway Garden Valley

Work done to Aug. 17, 1959

Contract No. 5370

Section East Unit, Garden Valley Rd.

Prefix No. 510-1055-801(41)

Estimate No. 6 Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2600.00	100%	2,600.00	2,600.00	-
2. Removal of curbs	l.f.	.50	319	159.50	159.50	-
3. Removal of catch basins	each	30.00	6	180.00	180.00	-
4. Removal of misc. conc. & masonry	all	100.00	100%	100.00	100.00	-
5. Drainage excav., unclass.	c.y.	2.50	549.93	1,374.83	1,374.83	-
6. Struct. excav., unclass.	c.y.	6.00	6.93	41.58	41.58	-
7. General excav., unclass.	c.y.	1.00	5,431.83	5,431.83	5,431.83	-
8. Finish. roadbed & slopes	all	500.00	100%	500.00	500.00	-
9. 8" sewer pipe	l.f.	2.50	593	1,482.50	1,282.50	200.00
10. 12" sewer pipe	l.f.	3.00	658	1,974.00	1,974.00	-
11. 15" sewer pipe	l.f.	3.50	615	2,152.50	2,152.50	-
12. 18" sewer pipe	l.f.	5.00	216	1,080.00	1,080.00	-
13. 18" asb-prot.corr. metal pipe	l.f.	55.00	30	1,650.00	1,650.00	-
14. Extra for pipe under pavement	l.f.	5.00	180	900.00	900.00	-
15. 6" concrete drain pipe	l.f.	2.25	72	162.00	162.00	-
17. 1½" electrical conduit	l.f.	1.75	65	113.75	113.75	-
18. Concrete manholes	each	200.00	7	1,400.00	1,400.00	-
19. Concrete inlets, type "G"	each	80.00	21	1,680.00	1,680.00	-
20. Concrete curbs	c.y.	45.00	132.09	5,944.05	5,944.05	-
21. Adjustment of manholes	each	50.00	9	450.00	450.00	-
22. Adj. of catch basins	each	40.00	2	80.00	40.00	40.00
23. Class "B" conc. in box culvert & retaining walls	c.y.	60.00	66.1	3,966.00	3,878.40	87.60
24. Metal reinf. in box culv. & ret. walls	lb.	.15	8,515.85	1,277.38	1,269.37	8.01
25. Pipe handrail	l.f.	7.00	70	490.00	490.00	-
26. Coarse cr. matl. in base	c.y.	2.80	5,756	16,116.80	16,116.80	-
27. 3/4"-0 matl. in base	c.y.	3.50	924	3,234.00	3,234.00	-
28. Sprinkling	M/gal.	3.00	156	468.00	468.00	-
29. Preparation of base	all	500.00	100%	500.00	500.00	-
30. 3/4"-0 matl. in binder course	c.y.	5.00	147	735.00	735.00	-
31. RC-3 asphalt	ton	55.00	14.61	803.55	803.55	-
32. RC-1 asphalt	ton	65.00	1.51	98.15	96.20	1.95
33. Class "B" asphaltic conc.	ton	9.10	3,175.59	28,897.87	28,897.87	-
PA#1 Concrete manhole	each	200.00	1	200.00	NP 200.00	-
PA#1 8" conc. sewer pipe	l.f.	2.50	53	132.50	NP 132.50	-
PA#1 Drainage excav.	c.y.	2.50	33.58	83.95	NP 83.95	-
PA#1 Clearing and grubbing	all	50.00	100%	50.00	NP 50.00	-
Force Account				327.30	16.70	310.60
				Part	86,215.59	
				NP	466.45	

Audited and approved by

Period covered to 8/17/59

Totals	86,682.04	[illegible]	648.16
0 % Retained	-	[illegible]	[illegible]

Section East Unit, Garden Valley Rd. ✓ Prefix No. 510-1055-601(41) ✓ Estimate No. 6 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2600.00	100%	2,600.00	2,600.00	-
2. Removal of curbs	l.f.	.50	319	159.50	159.50	-
3. Removal of catch basins	each	30.00	6	180.00	180.00	-
4. Removal of misc. conc. & masonry	all	400.00	100%	400.00	400.00	-
5. Drainage excav., unclass.	c.y.	2.50	549.93	1,374.83	1,374.83	-
6. Struct. excav., unclass.	c.y.	6.00	6.93	41.58	41.58	-
7. General excav., unclass.	c.y.	1.00	5,431.83	5,431.83	5,431.83	-
8. Finish. roadbed & slopes	all	500.00	100%	500.00	500.00	-
9. 8" sewer pipe	l.f.	2.50	593	1,482.50	1,282.50	200.00
10. 12" sewer pipe	l.f.	3.00	658	1,974.00	1,974.00	-
11. 15" sewer pipe	l.f.	3.50	615	2,152.50	2,152.50	-
12. 18" sewer pipe	l.f.	5.00	216	1,080.00	1,080.00	-
13. 18" asb.prot.corr. metal pipe	l.f.	55.00	30	1,650.00	1,650.00	-
14. Extra for pipe under pavement	l.f.	5.00	180	900.00	900.00	-
15. 6" concrete drain pipe	l.f.	2.25	77	167.00	[illegible]	-
17. 1½" electrical conduit	l.f.	1.75	65	113.75	113.75	-
18. Concrete manholes	each	200.00	7	1,400.00	1,400.00	-
19. Concrete inlets, type "C"	each	80.00	21	1,680.00	1,680.00	-
20. Concrete curbs	c.y.	45.00	132.09	5,944.05	5,944.05	-
21. Adjustment of manholes	each	50.00	9	450.00	450.00	-
22. Adj. of catch basins	each	40.00	2	80.00	40.00	40.00
23. Class "A" conc. in box culvert & retaining walls	c.y.	60.00	66.1	3,966.00	3,878.40	87.60
24. Metal reinf. in box culv. & ret. walls	lb.	.15	8,515.85	1,277.38	1,269.37	8.01
25. Pipe handrail	l.f.	7.00	70	490.00	490.00	-
26. Coarse gr. matl. in base	c.y.	2.80	5,756	16,116.80	16,116.80	-
27. 3/4"-0 matl. in base	c.y.	3.50	924	3,234.00	3,234.00	-
28. Sprinkling	M/gal.	3.00	156	468.00	468.00	-
29. Preparation of base	all	500.00	100%	500.00	500.00	-
30. 3/4"-0 matl. in binder course	c.y.	5.00	147	735.00	735.00	-
31. RC-3 asphalt	ton	55.00	14.61	803.55	803.55	-
32. RC-1 asphalt	ton	65.00	1.51	98.15	96.20	1.95
33. Class "B" asphaltic conc.	ton	9.10	3,135.59	28,533.87	28,533.87	-
FA/1 Concrete manhole	each	200.00	1	200.00	NP 200.00	-
FA/1 8" conc. sewer pipe	l.f.	2.50	53	132.50	NP 132.50	-
FA/1 Drainage excav.	c.y.	2.50	33.58	83.95	NP 83.95	-
FA/1 Shoring and cribbing	all	50.00	100%	50.00	NP 50.00	-
Force Account				327.30	16.70	310.60
				Part	86,215.59	
				NP	466.45	

Audited and approved by	Totals	86,682.04	86,033.88	648.16
Period covered to 8/27/59	0 % Retained	-	2,581.02	2,581.02
Items Cont. 5370 Est. 6 Final	Total Payments	86,682.04	83,452.86	3,229.18

Computed by [illegible] Checked by

To be paid contractors, this estimate, $ 3,229.18

Engineer J. A. Hagedorn

Previous Voucher No. 23954

State Printing

11-23-59
@

RECEIVED
[illegible] 1959
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 15, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5370	6 Final	Inter-City Sand & Gravel Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30197	123108	$ 3,229.18	12-15-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 110 workdays from November 27, 1958

Time Extensions: None of record

Completion Date: August 17, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 15, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC [illegible] 1959
lc

NOTED ON CARD
lc

RECEIVED
[illegible] 27 1959
FOR FILING

5-70

November 25, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5370 for grading-paving the East Unit, Garden Valley Road in Douglas County was completed by the contractor, Inter City Sand & Gravel Co., on August 17, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $3,229.18 will be released to the contractor on or after December 7, 1959. The total contract amount is $86,682.04, of which amount $327.30 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 9, 1959

Section East Unit. Garden Valley Road

Kind of work Grading & Paving

Highway Garden Valley Rd. County Douglas

Section prefix 510-1055

Contractor Inter City Sand & Gravel Co.

Contract number 5370

Date of contract November 17, 1958

Specified work days 110

Date work started April 6, 1959

Work days used 96

Project authorization $ 101,340.56

Exclusive of engineering $ 94132.12

Per cent of time elapsed 86.36 %

Estimated cost of completed project, exclusive of engineering $ 87,007.52

Estimated per cent ~~overrun~~ or underrun 7.57 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7,206.44

Engineering cost to date $ 7,149.96, 99.22 %

Date project was completed August 17, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was submitted to the division office this week, as of Thursday October 8th.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 12 1959
NOTED— E W B
CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed J R Hagedorn
John R. Hagedorn, Res. Engr.

Address P.O.Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52	0.52			0.52
Miles partially completed					
Miles completed	0.52	0.52			0.52
Total estimated quantities (contract)	7.320	6.820			2.680
Total quantities corrected to date	5,223.3	6,827			3,125.59
Estimated quantities moved or placed to date	5,223.3	6,827			3,125.59
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
C. G. SWENSON

NOTED
[illegible]

October 8, 1959

NOTED
Harold C. Ayers

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Dear Al;

This is to acknowledge receipt of your letter of October 7 regarding two School-boy Sammy signs. This has been discussed with Mr. Shough of the Sign Division and he informed me that the signs will be sent to you from the sign shop here in Salem.

Very truly yours,

C. G. Swenson
Engineer, County and City Relations

CGS:mm

cc: Sign Division,
Attention: Mr. Guy Shough

[illegible]

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

October 7, 1959

Mr. Clarence Swenson
City and County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Clarence:

Now that we have increased the speed of traffic on Garden Valley Road by a four lane road, there arises a new menace, i.e. too much speed.

We were hauled on the carpet by P.T.A. and in the hassle they came out with a promise from us for two School-boy Sammy signs. I have contacted the commercial people and they informed me that the State Highway Department were the only people who supplied the same. I have contacted Mr. Wright of your department here. He has no signs of that nature in his shop and said that the signs would come from Salem.

Would you have your sign department send us two only School-boy Sammy signs No. W-902 as shown on page 141 of Technical Bulletin No. 24, Uniform Traffic Devices.

Douglas County will assume any charges in connection with this order.

Very truly,

A. H. May

AHM/hb

Al. H. May
County Engineer

RECEIVED
SEP 23 1959
FOR FILING

[illegible]

5370

A

September 22, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Inter City Sand & Gravel Co., a portion of the funds heretofore retained by the Commission on contract #5370 for grading-paving the East Unit of Garden Valley Road in Douglas County.

This payment, in the amount of $4,406.16, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,581.02. The present payment will be released on or after October 2, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

September 4, 1959

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5370, East Unit, Garden Valley Road Section of FAS 800 was completed on August 17, 1959.

Under the terms of the agreement signed by the Court on September 19, 1958 and by the Highway Commission on October 10, 1958, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

RECEIVED
AUG 20 1959
FOR FILING

August 20, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed August 17, 1959, on Contract No. 5370, East Unit, Garden Valley Road Section, Douglas County, in connection with Federal Aid Project No. DUS-402(1).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

RECEIVED
JUL 17 1959
FOR FILING

DUS-402(1)

5370

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the East Unit, Garden Valley Road Section of the Garden Valley County Road in Douglas County, Contract No. 5370, in connection with Federal Aid Project No. DUS-402(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
May 7, 1959

Signal Revision, Douglas County
Intersection: Garden Valley Road &
Oakland-Shady Highway

U. State forces,
costs 50/50 —
in conjunction
w/ (DHS-402(1))

Mr. F. B. Crandall
Traffic Engineer

Enclosed is a copy of a letter from the Douglas County Court concerning the participation of costs for the signal revision at the intersection of Garden Valley Road and the Oakland-Shady Highway north of Roseburg.

This participation of cost has the approval of Mr. Forrest Cooper, Deputy State Highway Engineer.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

cc: Forrest Cooper
F. D. Morgan (2)
W. O. Widdows

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

May 5, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

Enclosed letter, concerning the traffic light at the intersection of Garden Valley Blvd. and North Stephens Street, is signed by the two commissioners. Judge Jackson is in the hospital, out of circulation for a few days, otherwise he would have signed.

Very truly,

Al H. May

Al. H. May
County Engineer

AHM/hb
enc:

RECEIVED
MAY 6 1959

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

May 4, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

The Douglas County Court hereby approves the traffic signal revision at the intersection of Garden Valley Road and North Stephens Street (Oakland-Shady Highway) as shown on the attached map marked Exhibit "A" and agrees to pay fifty per cent of the actual cost of said traffic signal revision.

This commitment is made with the understanding that the work will be done by state forces and the county's share of the cost will be added to county's portion of the East Unit, Garden Valley Road Project No. DUS 402(1), with final settlement to be made at the time final costs of the said construction project are determined.

Very truly yours

DOUGLAS COUNTY COURT

By____________________
County Judge

By Huron W. Clough
Commissioner

By E. R. Metzger
Commissioner

RECEIVED
MAY 6 1959

NOTED
C. G. SWENSON

May 1, 1959

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

Dear Mr. May:

Enclosed is a draft of a suggested letter covering the cost participation for the signal revision at the intersection of Garden Valley Road and North Stephens Street (Oakland-Shady Highway) which was discussed with you and the Court last March 19.

If satisfactory will you please have a letter prepared for the Court's signature, attach a copy of Exhibit "A," and forward it to this office.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

The Douglas County Court hereby approves the traffic signal revision at the intersection of Garden Valley Road and North Stephens Street (Oakland-Shady Highway) as shown on the attached map marked Exhibit "A" and agrees to pay fifty per cent of the actual cost of said traffic signal revision.

This commitment is made with the understanding that the work will be done by state forces and the county's share of the cost will be added to county's portion of the East Unit, Garden Valley Road Project No. DUS 402(1), with final settlement to be made at the time final costs of the said construction project are determined.

Very truly yours,

DOUGLAS COUNTY COURT

By_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
County Judge

By_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
County Commissioner

By_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
County Commissioner

/DRAFT: 5/1/59/
/CGS:mm /

File No. ____________
Rd. No. ________ M.P. ________
City of ____________
Streets ____________
Rural ____________ Urban ________

Salem, Oregon
December 5, 1958

Proposed Traffic Signal Revision
Stephens Street ([illegible]) at Garden
Valley Road
North of Roseburg

W. O. Widdows
Assistant Maintenance Engineer
Highway Shops

As you are aware, at the last Commission meeting a contract was let for a widening and curb installation on Stephens Street north of Garden Valley Road north of Roseburg. This work will necessitate revision of the traffic signals at the Garden Valley Road intersection.

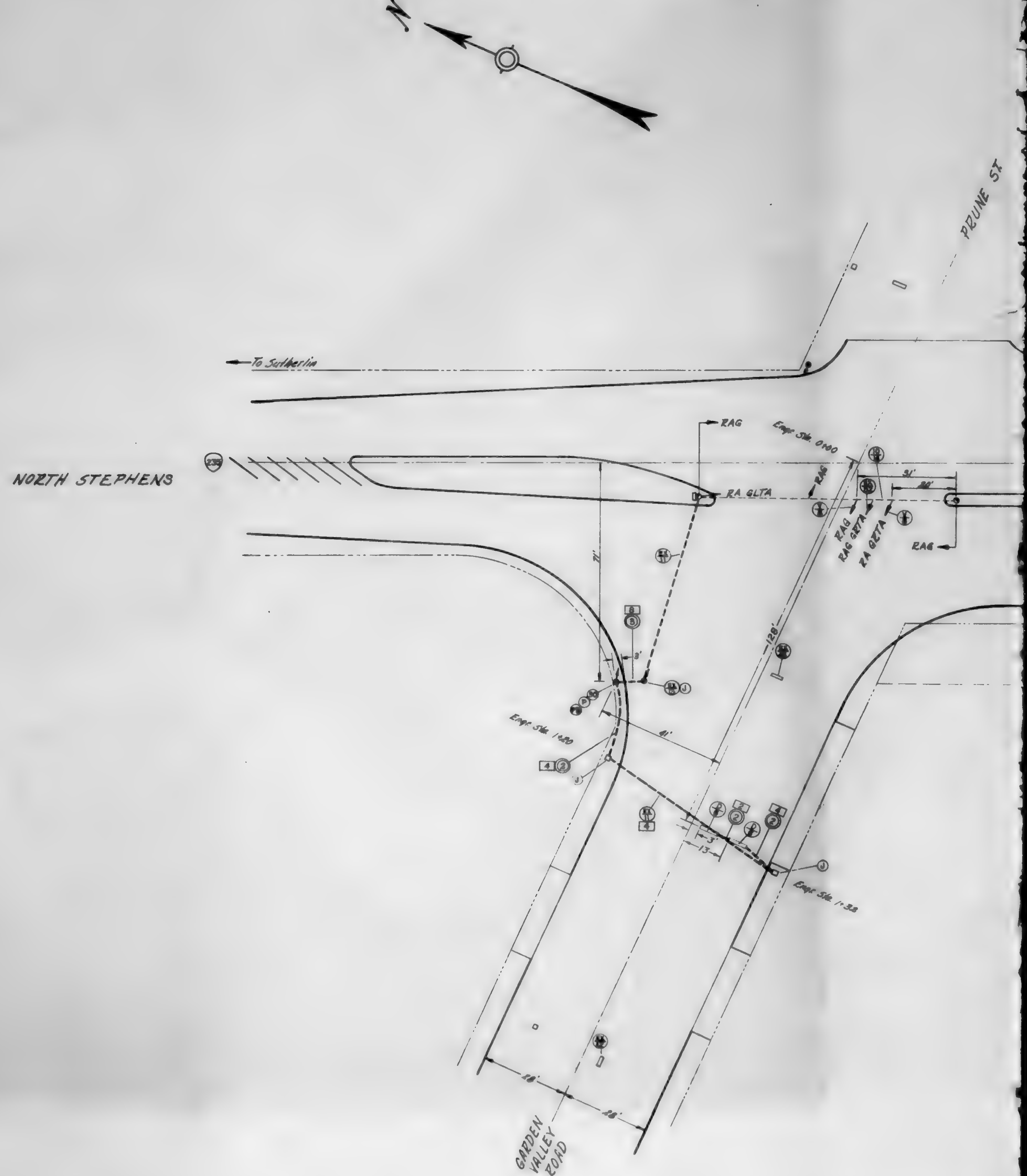
There are attached plans and material lists showing the work to be done. This work is estimated to cost $1,400 and should be charged to the construction project, which is the East Unit-Garden Valley Road Section, Contract No. 5370, Prefix 510-1055.

Will you please do this work, co-ordinating your work with that of the construction contractor.

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachments
cc: S. H. Probert - Attachment
Tom Edwards - Attachment
Frank Morgan - Attachment

NOTED
J. AL HEAD


N
PRUNE ST
To Sutherlin
NORTH STEPHENS
RAG
RA GLTA
Engr. Sta. 0+00
RAG
31'
20'
RAG
RAG GLTA
RA GLTA
RAG
71'
128'
8
3
3'
J
Engr. Sta. 1+20
41'
4
2
J
4
2
2
4
2
3'
13
J
Engr. Sta. 1+38
18'
28'
GARDEN
VALLEY
ROAD

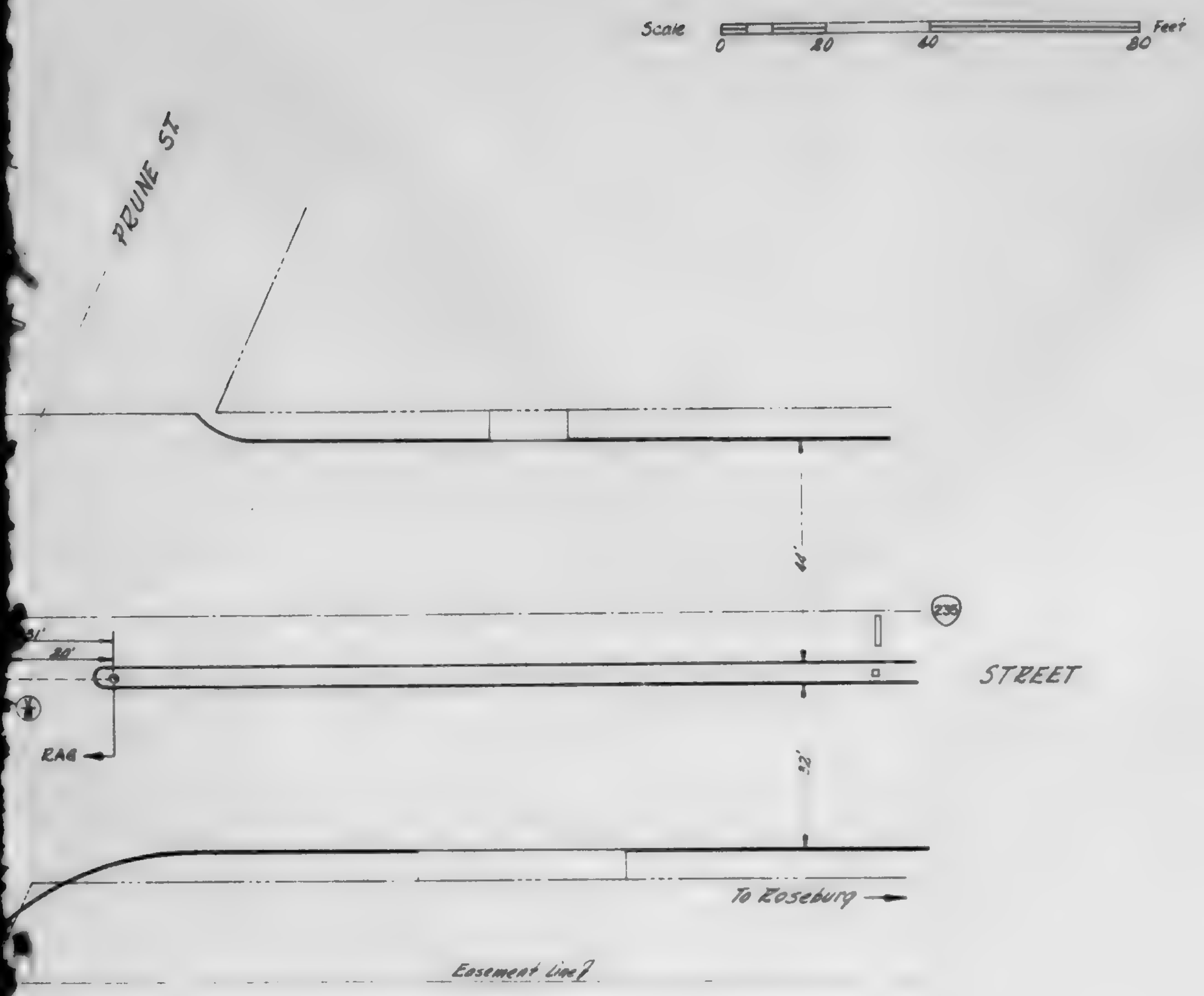
TRAFFIC SIGNAL REVISION
.EPHENS ST. and GARDEN VALLEY RD.
Ore 235 - Hwy. No. 234 - M.P. 16.19

STATE FORCE WORK

OREGON

SHEET NO. 1 of 1

Nov. 1958



LEGEND

- Existing underground conduit
- Existing traffic signal pedestal with pedestrian signal (Remove and reinstall)
- Existing magnetic detector (Abandon)
- Existing pressure sensitive detector (Salvage parts)
- Existing traffic signal head (Remove and reinstall)
- Install 6ft. traffic signal pedestal
- Install 10 wire No. 14 control cable
- 2 Install 2 No. 14 type T/W wire
- 4 Install 4 No. 14 type T/W wire
- Install 1/2" galv. rigid conduit
- 3 Install 3/4" galv. rigid conduit
- 8 Install 8 No. 14 type T/W wire
- Install 6ft. non-directional pressure sensitive vehicle detector
- J Install 4"×4"×4" galv. cast iron junction box with cover

- P Install one-way, 2 light pedestal mounted pedestrian signal (Wait-Walk)
- Install pedestrian push button with instruction sign
- Install one way, 3 light span wire mounted vehicle signal

RECEIVED
MAY 4 1959
DOUGLAS COUNTY ROAD DEPT.

EXHIBIT "A"

T.E.D. Drw'g. No. 1930

RECEIVED
APR 16 1959
FOR FILING
[illegible]
53 [illegible]

April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 8, 1959, on Contract No. 5370, East Unit, Garden Valley Road Section, in Douglas County, in connection with Federal Aid Project No. DUS-402(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ia

FORM 2-123 5M 10-50

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

5370

Dec. 12, 1958

Inter City Sand & Gravel Co.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5370, awarded Nov. 17, 1958, for grading and paving on the East Unit, Garden Valley Road Section, in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Form A-150—10M—6-56

NOTED
V. R. JONES

NOTED
John F. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

Douglas County
Roseburg, Oregon

Attn: County Court

RECEIVED
NOV 25 1958
ENG[illegible]
COUNTY & [illegible]

Invoice No. 58450

Date November 25, 1958

Your Req. No.

Billing Request No. cc 457

Credit Distribution. 501-1055-297

NOTED
JOHN F. [illegible]

Advance Deposit	17,711.75
Partial transfer county's share total cost first unit, Garden Valley Road Section, FAS 800, covered by agreement dated October, 1958.	7,711.75
To be retained	$10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED

State Printing 13107

NOTED
V. R. JONES

NOTED
[illegible]

November 24, 1958

NOTED
JOHN D. GRAHAM

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

This is to advise that contract No. 5370 has been awarded to Inter City Sand & Gravel Company for construction of the East Unit, Garden Valley Road Section of FAS 800. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. Al May
    Douglas County Engineer

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
October 28, 1958

Mr. C. H. Maison
OFFICE

Advance Deposit
FAS 800, Douglas County

NOTED
V. R. JONES

Attached is Douglas County Warrant No. 12186 in the amount of $12,400 which represents the county's participation in the cost of constructing the East Unit, Garden Valley Road Section of FAS 800.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

[illegible]

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

October 27, 1958

John F. Hagemann
Assistant County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Herewith warrent in the amount of $12,400.00 from Douglas County to the Oregon State Highway Commission covering costs of the East Unit, Garden Valley Road Section FAS 800 as outlined in your letter of October 22, 1958.

Very truly yours,

Al. H. May

AHM/hb
enc: as noted

Al. H. May
County Engineer

RECEIVED
OCT [illegible] 1958
[illegible]

NOTED
Harold C. Ayers

October 22, 1958

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

NOTED
JOHN D. GRAHAM

NOTED
V R. JONES

Dear Mr. May:

On October 21, a satisfactory bid was received from Inter City Sand and Gravel Company of Eugene for constructing the East Unit, Garden Valley Road Section of FAS 800. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$ 89,080.50
Flagging	1,000.00
12-1/2% Engineering & Contingencies	11,260.06
Estimated Total Cost...............	$101,340.56
Advance Deposit	
5% of $88,000	$ 4,400.00
100% of balance	13,340.56
Total............................	$ 17,740.56
Less Refund Due County on Pruner Bridge	5,311.75 (FAS 244)
Required Cash Deposit.................	$ 12,428.81 or say $12,400.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Recd
10/28
Cont #5370
510-1055

JFH:cg

NOTED
Harold C. Ayers

October 1, 1958

NOTED
V. R. JONES

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Gentlemen:

I am sorry to advise that only one bid was received on September 30 for construction of the East Unit, Garden Valley Road Section of FAS 800 and this bid was 13% over the engineer's estimate.

Federal Bureau of Public Roads' concurrence on award must be obtained for projects of this nature and in accordance with B.P.R. policy the bid will be rejected and the project readvertised for bids to be submitted on October 21.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

cc: Mr. Al H. May, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Oregon State Highway Department

Federal Aid
Project No. DUS-402(1)

EAST UNIT, GARDEN VALLEY ROAD SECTION OF THE GARDEN VALLEY ROAD IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1958

Type Code 6201
Roadway (Sta. 0+25 to Sta. 27+50)(Contract No. 5370)

Clearing and Grubbing	All	Required	$	$ 2,600.00
Removal of Curbs	290	lin. ft.	0.50	145.00
Removal of Catch Basins	6	only	30.00	180.00
Removal of Miscellaneous Concrete and Masonry	All	Required		400.00
Drainage Excavation, Unclassified	610	cu. yds.	2.50	1,525.00
Structural Excavation, Unclassified	8	cu. yds.	6.00	48.00
General Excavation, Unclassified	7,320	cu. yds.	1.00	7,320.00
Finishing Roadbed and Slopes	All	Required		500.00
8-inch Sewer Pipe	590	lin. ft.	2.50	1,475.00
12-inch Sewer Pipe	720	lin. ft.	3.00	2,160.00
15-inch Sewer Pipe	690	lin. ft.	3.50	2,415.00
18-inch Sewer Pipe	240	lin. ft.	5.00	1,200.00
18-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 12 Gage	36	lin. ft.	55.00	1,980.00
Extra for Pipe Under Pavement	230	lin. ft.	5.00	1,150.00
6-inch Concrete Drain Pipe	18	lin. ft.	2.25	40.50
Salvaging Culvert Pipe	66	lin. ft.	8.00	528.00
1½-inch Electrical Conduit	130	lin. ft.	1.75	227.50
Concrete Manholes	7	only	200.00	1,400.00
Concrete Inlets, Type "G"	20	only	80.00	1,600.00
Concrete Curbs	140	cu. yds.	45.00	6,300.00
Adjustment of Manholes	12	only	50.00	600.00
Adjustment of Catch Basins	3	only	40.00	120.00
Class "A" Concrete in Box Culverts and Retaining Walls	90	cu. yds.	60.00	5,400.00
Metal Reinforcement in Box Culverts and Retaining Walls	10,250	lbs.	0.15	1,537.50
Pipe Handrail	190	lin. ft.	7.00	1,330.00
Coarse Crushed Material in Base	5,770	cu. yds.	2.80	16,156.00
3/4" - 0 Material in Base	1,050	cu. yds.	3.50	3,675.00
Sprinkling	170	M-gal.	3.00	510.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	110	cu. yds.	5.00	550.00
RC-3 Asphalt	18	tons	55.00	990.00
RS-1 Asphalt	2	tons	65.00	130.00
Class "B" Asphaltic Concrete	2,680	tons	9.10	24,388.00
				$ 89,080.50

Flagging (57½% of Contractor's Costs)	All Required	$	$ 1,000.00
	Subtotal		$ 90,080.50
	10% Engr. & Cont.		9,008.05
	Total		$ 99,088.55

Length of Roadway	0.516 Mile
Cost of Roadway Per Mile	$192,032.07

Federal "DU" Funds	$ 65,600.00
Federal "LU" Funds	13,800.00
State Funds	4,300.00
County Funds	15,388.55
	$ 99,088.55

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Douglas County with the Highway Department.

Oregon State Highway Department

Federal Aid
Project No. DUS-402(1)

EAST UNIT, GARDEN VALLEY ROAD SECTION OF THE GARDEN VALLEY ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 11, 1958

Type Code 6201
Roadway (Sta. 0+25 to Sta. 27+50)

Clearing and Grubbing	All Required	$	$ 1,000.00
Removal of Curbs	290 lin. ft.	0.35	101.50
Removal of Catch Basins	6 only	25.00	150.00
Removal of Miscellaneous Concrete and Masonry	All Required		250.00
Drainage Excavation, Unclassified	610 cu. yds.	3.00	1,830.00
Structural Excavation, Unclassified	8 cu. yds.	8.00	64.00
General Excavation, Unclassified	7,320 cu. yds.	0.75	5,490.00
Finishing Roadbed and Slopes	All Required		500.00
8-inch Sewer Pipe	590 lin. ft.	2.00	1,180.00
12-inch Sewer Pipe	720 lin. ft.	2.50	1,800.00
15-inch Sewer Pipe	690 lin. ft.	3.25	2,242.50
18-inch Sewer Pipe	240 lin. ft.	3.75	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 12 Ga.	36 lin. ft.	20.00	720.00
Extra for Pipe Under Pavement	230 lin. ft.	3.00	690.00
6-inch Concrete Drain Pipe	18 lin. ft.	1.50	27.00
Salvaging Culvert Pipe	66 lin. ft.	3.00	198.00
1½-inch Electrical Conduit	130 lin. ft.	1.75	227.50
Concrete Manholes	7 only	250.00	1,750.00
Concrete Inlets, Type "G"	20 only	100.00	2,000.00
Concrete Curbs	140 cu. yds.	50.00	7,000.00
Adjustment of Manholes	12 only	60.00	720.00
Adjustment of Catch Basins	3 only	30.00	90.00
Class "A" Concrete in Box Culverts and Retaining Walls	90 cu. yds.	60.00	5,400.00
Metal Reinforcement in Box Culverts and Retaining Walls	10,250 lbs.	0.15	1,537.50
Pipe Handrail	190 lin. ft.	6.00	1,140.00
Coarse Crushed Material in Base	5,770 cu. yds.	3.75	21,637.50
3/4" - 0 Material in Base	1,050 cu. yds.	3.90	4,095.00
Sprinkling	170 M-gal.	3.00	510.00
Preparation of Base	All Required		150.00
3/4" - 0 Material in Binder Course	110 cu. yds.	5.00	550.00
RC-3 Asphalt	18 tons	60.00	1,080.00
RS-1 Asphalt	2 tons	100.00	200.00
Class "B" Asphaltic Concrete	2,680 tons	8.50	22,780.00
			$ 88,010.50
Flagging (57½% of Contractor's Costs)	All Required		1,000.00

Subtotal	$ 89,010.50
10% Engr. & Cont.	8,901.05
Total	$ 97,911.55

Length of Roadway - - - - - - - - - -	0.516 Mile
Cost of Roadway Per Mile- - - - - - -	$189,751.06

Federal "DU" Funds- -	$ 45,500.00
Federal "LU" Funds- -	9,700.00
State Funds -	2,900.00
County Funds- -	39,811.55
	$ 97,911.55

Oregon State Highway Department

Federal Aid
Project No. DUS-402(1)

EAST UNIT, GARDEN VALLEY ROAD SECTION OF THE GARDEN VALLEY ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 30, 1958

Type Code 6201
Roadway (Sta. 0+25 to Sta. 27+50)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Removal of Curbs	290	lin. ft.	0.35	101.50
Removal of Catch Basins	6	only	25.00	150.00
Removal of Miscellaneous Concrete and Masonry	All	Required		250.00
Drainage Excavation, Unclassified	610	cu. yds.	3.00	1,830.00
Structural Excavation, Unclassified	8	cu. yds.	8.00	64.00
General Excavation, Unclassified	7,320	cu. yds.	1.50	10,980.00
Finishing Roadbed and Slopes	All	Required		500.00
8-inch Sewer Pipe	590	lin. ft.	2.00	1,180.00
12-inch Sewer Pipe	720	lin. ft.	2.50	1,800.00
15-inch Sewer Pipe	690	lin. ft.	3.25	2,242.50
18-inch Sewer Pipe	240	lin. ft.	3.75	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 12 Gauge	36	lin. ft.	50.00	1,800.00
Extra for Pipe Under Pavement	230	lin. ft.	3.00	690.00
6-inch Concrete Drain Pipe	18	lin. ft.	1.50	27.00
Salvaging Culvert Pipe	66	lin. ft.	3.00	198.00
1½-inch Electrical Conduit	130	lin. ft.	1.75	227.50
Concrete Manholes	7	only	250.00	1,750.00
Concrete Inlets, Type "G"	20	only	100.00	2,000.00
Concrete Curbs	140	cu. yds.	50.00	7,000.00
Adjustment of Manholes	12	only	60.00	720.00
Adjustment of Catch Basins	3	only	30.00	90.00
Class "A" Concrete in Box Culverts and Retaining Walls	90	cu. yds.	70.00	6,300.00
Metal Reinforcement in Box Culverts and Retaining Walls	10,250	lbs.	0.15	1,537.50
Pipe Handrail	190	lin. ft.	6.00	1,140.00
Coarse Crushed Material in Base	5,770	cu. yds.	3.75	21,637.50
3/4" - 0 Material in Base	1,050	cu. yds.	3.90	4,095.00
Sprinkling	170	M-gal.	3.00	510.00
Preparation of Base	All	Required		150.00
3/4" - 0 Material in Binder Course	110	cu. yds.	5.00	550.00
RC-3 Asphalt	18	tons	60.00	1,080.00
RS-1 Asphalt	2	tons	100.00	200.00
Class "B" Asphaltic Concrete	2,680	tons	9.50	25,460.00
				$ 98,160.50
Flagging (57½% of Contractor's Costs)	All	Required		1,000.00

Federal Aid
Project No. DUS-402(1)

Oregon State Highway Department

Subtotal	$ 99,160.50
10% Engr. & Cont.	9,916.05
Total	$109,076.55

Length of Roadway . . . . . . 0.516 Mile
Cost of Roadway Per Mile. . . $211,388.66

Federal "DU" Funds	$ 45,500.00
Federal "LU" Funds	9,700.00
State Funds.	2,900.00
County Funds	50,976.55
	$109,076.55

RECEIVED
NOV 20 1958
FOR FILING

[illegible]

5370

November 20, 1958

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of revised special provisions and plans, and a copy of Contract No. 5370 covering grading and paving work on the East Unit, Garden Valley Road Section of the Garden Valley County Road in Douglas County, bids for which were originally to be received in Salem on September 30, 1958. These bids were rejected and the project was readvertised to receive bids in Salem on October 21, 1958.

Plans call for widening and drainage work at the present crossing of your company's tracks, involving the placing of an 18-inch asbestos protected corrugated metal pipe with protected invert under your company's tracks and required grading, stone base and paving work at the crossing at Highway Station 13+26 as shown on sheet 3 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations; also, the contractor shall furnish protective and liability insurance of the kinds and in the amounts indicated on pages 24 and 25 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb
cc: G. S. Paxson
J. H. DeHoux

Mr. W. H. Jackle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.

A

File ✓

RECEIVED
OV 21 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0 19118-402(1)
5370

November 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of today advised that all rights of entry have been acquired for Oregon Project DUS-402(1), East Unit of the Garden Valley Road, except that an easement to permit widening across the railroad right-of-way has not been fully executed. It is our understanding that a hearing was held before the Public Utility Commissioner and his order, authorizing the widening, will be issued within a few days. Also, the low bidder has agreed to avoid entering upon railroad property until authority is granted to do so.

As requested in your letter and due to the necessity of getting the project under contract promptly, we hereby concur as of this date in award of contract No. 5370 to Intercity Sand & Gravel Co., Inc., of Eugene, Oregon, low bidder in the amount of $89,080.50 at the October 21, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
A. F. Bester
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
NOV 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1958
FOR FILING

[illegible]
5370

November 17, 1958

Inter-City Sand & Gravel Co., Inc.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for grading and paving on East Unit, Garden Valley Road section of the Garden Valley County Road in Douglas County for the sum of $89,080.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5370.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Att: Dorothy McCormack
Lowell Richards, Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired, otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 17, 1958

Inter-City Sand & Gravel Co., Inc.
3698 Franklin Blvd.
Eugene, Oregon

Contract for East Unit, Garden Valley Road Section of Garden Valley County Road, Douglas County for which you submitted low bid on October 21, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files

RECEIVED
7 1958
FOR FILING

537

November 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the East Unit of the Garden Valley Road Section of the Garden Valley County Road in Douglas County, Project DUS-402(1), to the Inter City Sand & Gravel Co., Inc., of Eugene, Oregon, on the basis of the bid of $89,000.50 submitted on October 21, 1958.

All rights of entry required for this contract, with the exception of one required from the railroad company by the planned widening of the existing grade crossing at Station 14 are acquired. With respect to this one remaining parcel, we have assurance from the State Public Utility Commissioner that he will issue, within a few days, an order authorizing the widening of the grade crossing and directing the Railway Co. to give easement for the same. Also, we have a letter from the low bidder, copy of which is attached, agreeing to avoid entering upon the Railway Company property at the crossing until given authority to do so, which authority, we assure you, will not be given until our right to enter is clearly established.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

cc: G. S. Paxson

INTER-CITY SAND & GRAVEL CO.

EUGENE AND SPRINGFIELD-OREGON

3630 FRANKLIN BLVD. — EUGENE, OREGON
PHONE [illegible]

November 14, 1958

Oregon State Highway Department
Salem, Oregon

Attn: Mr. G. S. Paxton

Re: Garden Valley Road
Douglas County

Dear Sir:

It is our understanding that the awarding of the Contract for this Job has been held up on account of Right of Way releases adjacent to the Southern Pacific Rail Road Co. Property.

We agree not to enter upon the Southern Pacific Rail Road Co. Property until further notice from the Oregon State Highway Department.

Yours truly,

INTER-CITY SAND & GRAVEL CO., INC.

by C. H. Hanstad

RECEIVED
UV 6 - 1958

FOR FILING

10UL-402(1)

5370

November 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As requested in your letter of September 22, we are submitting a revised map (seven copies) of the Roseburg Urban Area, for Bureau approval.

Revisions are minor, having to do principally with the corporate limits of the City and the location of the Garden Valley Secondary Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.3

September 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Office Engineering Division

Dear Sir:

We note that plans for Project DUS-402(1) indicate that major revisions have been made in the city limits of Roseburg. Please furnish this office with copies of a new urban area map to replace the one approved May 15, 1951 in accordance with the provisions of PPM 10-5.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
SEP 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1958
FOR FILING

FUS-402(1)

6570

October 24, 1958

Inter-City Sand & Gravel Co., Inc.
3698 Franklin Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, accepted your bid in the amount of $89,080.50 for grading and paving on the East Unit, Garden Valley Road Section of the Garden Valley County Road north of Roseburg in Douglas County, which was the low bid received for that job October 21, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

R

RECEIVED
OCT 13 1958
FOR FILING

[illegible]

8370

Maint. # 387
Finance # 238

Salem, Oregon
October 9, 1958

FAS project agreement
FAS 800, Douglas County

Mr. C. O. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr, City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Douglas County covering the East Unit, Garden Valley Road Section of FAS 800 in Douglas County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 5

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1958

SUBJECT: FAS project Agreements
FAS 800, Douglas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the East Unit, Garden Valley Road Section of FAS 800 in Douglas County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on May 8, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Sept 26, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE May 8, 1958 Minute page 36, use $27,000 leftover from previous jobs
H B Glaisyer
Secretary

RECEIVED
OCT 10 1958
FOR FILING
[illegible]
5270

October 9, 1958

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing for the records and files of Douglas County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Douglas County covering the East Unit, Garden Valley Road Section of FAS 800 in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 8 1958
~~FOR~~ FILING
OREGON DISTRICT DUS-402(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5370

When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the revised P. S. and E. documents for Oregon Project DUS-402(1), East Unit, Garden Valley Road Section, Garden Valley Road.

This is to authorize your advertising for bids.

Award of contract will be withheld until we are furnished a copy of the agreement between the Southern Pacific Railroad Company and the State of Oregon or Douglas County Oregon covering the railroad crossing.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
September 22, 1958

Mr. G. S. Paxson
OFFICE

Exchange of Funds
Douglas & Lake Counties

[illegible]

(See file 697,
[illegible])

Attached is a letter agreement executed by Douglas and Lake Counties covering the exchange of D (Crash) funds and regular FAS funds.

Each county has a fully executed copy and we have retained one in this office. The attached copy should probably be placed in our general files.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

September 22, 1958

NOTED
V. R. JONES

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Dear Mr. May:

Enclosed for your records is a fully executed copy of a letter agreement between Douglas and Lake Counties covering exchange of D (Crash) funds and regular FAS funds. Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:[redacted]
Encl.

NOTED
C. G. SWENSON

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

> Transfer from Lake County to Douglas County DS funds totaling $27,000.
>
> Transfer from Douglas County to Lake County regular FAS funds totaling $27,000.

The sums shown above represent total funds, including federal, state, and county funds. Each county shall furnish county matching funds in the amount required for the type of funds used by that county.

APPROVED Sept 17, 1958

LAKE COUNTY COURT

E H Langslet
Judge

G. W. Ogle
Commissioner

J. D. Cronin
Commissioner

APPROVED Sept. 12, 1958

DOUGLAS COUNTY COURT

V T Jackson
Judge

Commissioner

Commissioner

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED W. DARBY, SURVEYOR

[redacted]

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

September 12, 1958

Mr. John F. Hagemann ✓
Assistant County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

I am enclosing four signed copies of a letter agreement between Douglas and Lake Counties covering the exchange of regular FAS funds for D (Crash) funds.

Please return one fully executed copy for our files.

Very truly,

Al. H. May

AHM/hb
encl:

Al. H. May
County Engineer

RECEIVED
SEP 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1958
[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 11, 1958

Mr. Al H. May
Douglas County Engineer
Courthouse
Roseburg, Oregon

NOTED
John F. Hagemann

Dear Mr. May:

As per our telephone conversation I am enclosing four copies of a letter agreement between Douglas and Lake Counties covering the exchange of regular FAS funds for D (Crash) funds.

It would be appreciated if you will take this matter up with the County Court and, if satisfactory, have the Court sign and return all four copies to this office. We will then obtain signatures of the Lake County Court and return one fully executed copy for Douglas County's records.

If this exchange is made Douglas County would have a total of $88,000 of D funds (including county and state match money) available for the Garden Valley Road project. — Fav 800

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

NOTED
C. G. SWENSON

RECEIVED
FOR FILING
[illegible]
[illegible]

When replying, refer to:
08-35.3

September 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Office Engineering Division

Dear Sir:

We note that plans for Project DUS-402(1) indicate that major revisions have been made in the city limits of Roseburg. Please furnish this office with copies of a new urban area map to replace the one approved May 15, 1951 in accordance with the provisions of PPM 10-5.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHD

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT.
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

September 19, 1958

Mr. Clarence Swenson, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Enclosed are two copies of a finance agreement, six copies of a maintenance agreement and five copies of an encroachment resolution pertaining to the East Unit of Garden Valley Road. All copies have been signed and attested.

The two copies of the agreement between the Highway Commission and the County Court were not dated, it was thought that the proper date was the date of completion of the agreement. However, the County Court signed and the Clerk attested on September 19, should you wish to enter that date you may do so.

Very truly,

Al. H. May

Al. H. May
County Engineer

AHM/hb

SEP 12 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 16, 1958

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

John F. Hoffmann

Dear Mr. May:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the East Unit, Garden Valley Road Section of FAS 800 upon which bids will be received September 30.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $100,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than September 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JFH:mm
Encl.

RECEIVED
SEP 19 1958
FOR FILING
8113-40220
5370

September 18, 1958

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the East Unit, Garden Valley Road Section of the Garden Valley County Road in Douglas County, bids for which are to be received in Salem on September 30, 1958.

Plans call for widening and drainage work at the present crossing of your company's tracks, involving the placing of an 18-inch asbestos protected corrugated metal pipe with protected invert under your company's tracks and required grading, stone base and paving work at the crossing of highway Station 13+26 as shown on Sheet 3 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations; also, the contractor shall furnish protective and liability insurance, of the kinds and in the amounts indicated on pages 24 and 25 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

G. S. Paxson
cc: J. W. DeSousa
Mr. W. H. Jackle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.

VGO:cr

RECEIVED
SEP 17 1958
File FOR FILING
OREGON DISTRICT DUS 402(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

September 15, 1958

~~Probert~~

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project DUS-402(1), East Unit, Garden Valley Road Section, Garden Valley Road.

This is to authorize your advertising for bids.

Award of contract will be withheld until we are furnished a copy of the agreement between the Southern Pacific Railroad Company and the State of Oregon or Douglas County Oregon covering the railroad crossing.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
September 12, 1958

Mr. G. S. Paxson
OFFICE

Railroad Signals
Garden Valley Road
FAS 800, Douglas County

In accordance with our conversation this date I am enclosing a suggested letter to Mr. Al May, Douglas County Engineer, advising him that there will be no federal or state participation in the costs of revising the railroad crossing signals as required by construction of the East Unit, Garden Valley Road Section of FAS 800. Mr. May wanted such a letter for the PUC hearing.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

RECEIVED
SEP 15 1958
FOR FILING

DUS-402(1)

6375

September 12, 1958

Mr. Al H. May
Douglas County Engineer
Courthouse
Roseburg, Oregon

Subject
East Unit, Garden Valley Road Section
Oregon Project DUS-402(1)
FAS 800, Douglas County

Dear Mr. May:

This is to advise that, in accordance with previous negotiations between county and state, federal and state participation in the costs of the subject named project will be limited to road construction work only.

Costs of right-of-way acquisition and any costs assigned to the road building agency for revision of the automatic railroad crossing signals will be paid entirely by Douglas County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JFH:mm

cc: C. G. Swenson

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

August 6, 1958

RECEIVED
AUG 4 [illegible] 1958
ENGINEER
COUNTY & [illegible]ATIONS

Mr. John Graham
Assistant Engineer, City & County Relations
Oregon State Highway Department
Salem, Oregon

Dear John:

Enclosed is a vicinity map of the Garden Valley Road marked exhibit "A". The roads and streets colored in red are possible detours and county roads. The streets marked in blue are unimproved dedicated streets that could be used with some work performed on them. There is a possibility of using U.S. 99 thru route for a route into the city center via Oak Avenue Bridge for Garden Valley travel originating and terminating west of the Garden Valley exchange, and the area north of the Garden Valley Road and west of the railroad tracks. The area south of Garden Valley Road and west of the railroad tracks has no possible ingress or egress without using Garden Valley Road. The area north of Garden Valley Road and east of the railroad tracks could use Airport Road to get into U.S. 99 Business Route. The area south of Garden Valley Road and west of the railroad track could use Cedar Street and Walnut Street both in conjunction with Chestnut Street to get onto U.S. 99 Business Route.

As long as the present 16' concrete pavement is to remain and be covered with AC, it seems that perhaps by temporarily using the present pavement and using what remains as shoulder on the north side of Garden Valley Road and then improving the south side to the edge of the present 16' concrete pavement then shifting traffic to the south side while the north side is being improved would be a solution for the local travel on Garden Valley Road.

Upon request by your resident engineer, Douglas County will perform all work necessary to keep the traffic flowing outside of the area covered by the contractor.

Yours very truly,

Al. H. May

Al. H. May
County Engineer

AHM/hb
enc: vicinity map

Map to Herb Kaufman
with copy of letter
8/7/58 JDG

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
6/24/58

FAS 800, DOUGLAS COUNTY (DU PROJECT)

TERMINI: From FAI Route 1, easterly to FAS 553 (Garden Valley Road Section).

PROPOSED WORK: Grade, drain, and construct four-lane high type surface.

LENGTH: 0.521 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$100,000	$45,500	$2,900	$41,900 (Co)	$9,700 (L)

EXISTING FACILITY:
ROADWAY: 16' P.C. concrete pavement with 2' to 3' asphaltic concrete on each side on 40' roadway. Poor condition. No substandard grade or alignment.

ADJACENT SECTION:
WEST END: Separation structure over FAI Route 1. 56' between curbs.
EAST END: Junction with FAS 553.

PROJECT DATA: Grade, drain, construct curbs and 56' asphaltic concrete pavement between curbs which provides four 12' lanes with 8' parking on one side. Parking will be prohibited on one side.

ROW WIDTH: 70'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

SYSTEM ACTION: None required.

PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED ~~xxx~~ SITUATIONS: This is primarily a ~~business~~ business area with some residences. A 70' right-of-way is ~~thus~~ the maximum that can be obtained without purchase of majority of business establishments.

RR XING:
NAME: S.P.R.R.
NO. OF TRACKS: 2
NO. OF TRAINS:
SIGHT DISTANCE: Restricted.
VEHICLE SPEEDS:

GROUP PRIORITY:
RR BENEFITS:
EXISTING PROTECTION: Flashing beacon and X-buck.
PROPOSED PROTECTION: Flashing beacon with advance warning signs.

FAS 800 serves a highly developed farming and suburban residential area. Also the portion near Roseburg is an industrial area. It is a mail and school bus route and comprises part of one of the main accesses to Roseburg from FAI Route 1.

NOTED

JFH:mm

6-9-58

PROPOSED PROJECT (County DS Funds)
DOUGLAS COUNTY

FAS 800 - Garden Valley Road Section, 0.6 miles, $61,000. This section is located between the old and new routes of the Pacific Highway north of Roseburg.

The proposed project is to reconstruct the existing road through a curbed street section with asphaltic concrete wearing surface. Douglas County has completed a survey and tentative design based on a 56' wide street section. The County Engineer and County Court wish to confer with our construction division relative to establishing an acceptable finished design.

Douglas County will pay all costs in excess of $61,000 (available DS funds).

Approved
6-17-58

DS/FAS-2(58)
6/9/58

RECEIVED
MAY 2[illegible] 1958
FOR FILING

[illegible]

[illegible]

P

4e

May 21, 1958

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Reference is made to your letter of March 6, 1958, in which you request that the State assist the County in the improvement of Garden Road between the old and new routes of US99 north of Roseburg.

This matter has been investigated by the engineer and the findings were reported to the State Highway Commission at its meeting on May 8, 1958. In his report to the Commission the engineer suggested that the proper improvement would be to construct surfacing 50 feet wide and to stripe it for 4 moving lanes of traffic rather than to provide 3 lanes of traffic as you have suggested. He estimated the cost of such improvement at $112,000 not including sidewalks which would cost $21,000. He pointed out that the road is not on the state highway system and he questioned the advisability of participating in the improvement which, if constructed jointly by the state and the county would probably establish an undesirable precedent which could lead to serious inroads on the Commission's limited finances.

This matter was considered very carefully by the Highway Commission and as a result thereof the Commission decided not to join with the county in this improvement. I was instructed to inform you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1958

SUBJECT: Douglas County:
Garden Valley Road
between old and new Pacific Highways

To: Mr. G. S. Paxson
OFFICE

Reference is made to Douglas County's letter of March 6 asking for cooperation in the improvement of the short section of Garden Valley County Road connecting our Garden Valley Interchange with the old Pacific Highway north of Roseburg.

At a meeting on April 18 with the Douglas County Court and County Engineer for the purpose of discussing possible projects for construction with emergency federal-aid funds which will become available to Douglas County, the Court made the following proposal:

(1) Douglas County will provide all right-of-way as required to improve the section of Garden Valley Road.

(2) Douglas County will contribute its available emergency federal-aid funds (estimated to be $61,000 including state and county matching funds) towards the cost of the project.

(3) The State would prepare the plans and construct by regular contract the section of road involved and pay all construction in excess of the emergency federal-aid funds contributed by the county.

The section of road involved is 3000 feet in length and the county has completed the field survey work for this section. The survey data would be made available to the state. The survey was based on a 56' curb to curb street section with storm sewers and catch basins and the county's preliminary construction cost estimate is approximately $100,000. The 56' width represents the maximum width possible within the limits of a 70' right-of-way. It has been determined by the county that 70' is the maximum width of right-of-way that can be obtained without encountering the acquisition of adjacent business buildings. Acquisition of any right-of-way beyond 70' would be beyond the county's financial abilities. The 56' width also conforms with the section constructed by the Highway Department within the limits of the Garden Valley Road Interchange.

Although verbal, the above proposal can be considered a formal request as all members of the County Court were present and in agreement. If you wish to present this matter to the Highway Commission and would like a confirming letter signed by the Court, it can be obtained without delay.

As a matter of information, this section of road is an urban extension of an FAS route proposed by the county and tentatively approved by the B.P.R. at a review on April 10. The route will be included in the state-wide County FAS System expansion to be submitted to the Highway Commission for approval on May 8 and 9. If approved, this state-wide system expansion would then be formally submitted to the B.P.R. for confirmation and approval as per the initial review. Completion of the above steps would make the section of Garden Valley Road covered by Douglas County's proposal eligible for expenditure of emergency federal-aid funds.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

RECEIVED
APR 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

March 6, 1958

Oregon State Highway Commission
City and County Relations
State Highway Building
Salem, Oregon

Gentlemen:

Garden Valley Road, a Douglas County Road between Old Highway 99 and New Highway 99 and north of the city limits of Roseburg, is in need of reconstruction. The average daily traffic count on this portion of the road is 7000 motor vehicles, of which 2800 are originating or departing at the interchange on New Highway 99.

At the present time the improvement on Garden Valley consists of a sixteen foot concrete pavement with a two foot addition of asphalt shoulders on each side and is without adequate drainage to prevent the water from flowing in the travelled portion of the road.

Aside from the traffic along this portion of the road, there are numerous business houses, dwellings, one school and an auto court fronting thereon. Our planning in regard to this road, is for two ten-foot lanes of parking and two twelve-foot lanes of travel and one twelve-foot left turn lane, together with two curbs and two five-foot sidewalks. The aggregate widths of the proposed improvement from back of walk to back of walk would be sixty-six feet. The length of the proposed reconstruction is 2600 feet.

Due to the combination of local traffic and the added through traffic from the interchange on New Highway 99 to Old Highway 99, we consider this to be a joint problem between Douglas County and the Oregon State Highway Department. Douglas County is willing and eager to enter into a cooperative agreement with the Oregon State Highway Commission for the mutual accomplishment of the above project.

Respectfully,

DOUGLAS COUNTY COURT

RECEIVED
MAR 10 1958
ENGINEER
COUNTY & CITY RELATIONS

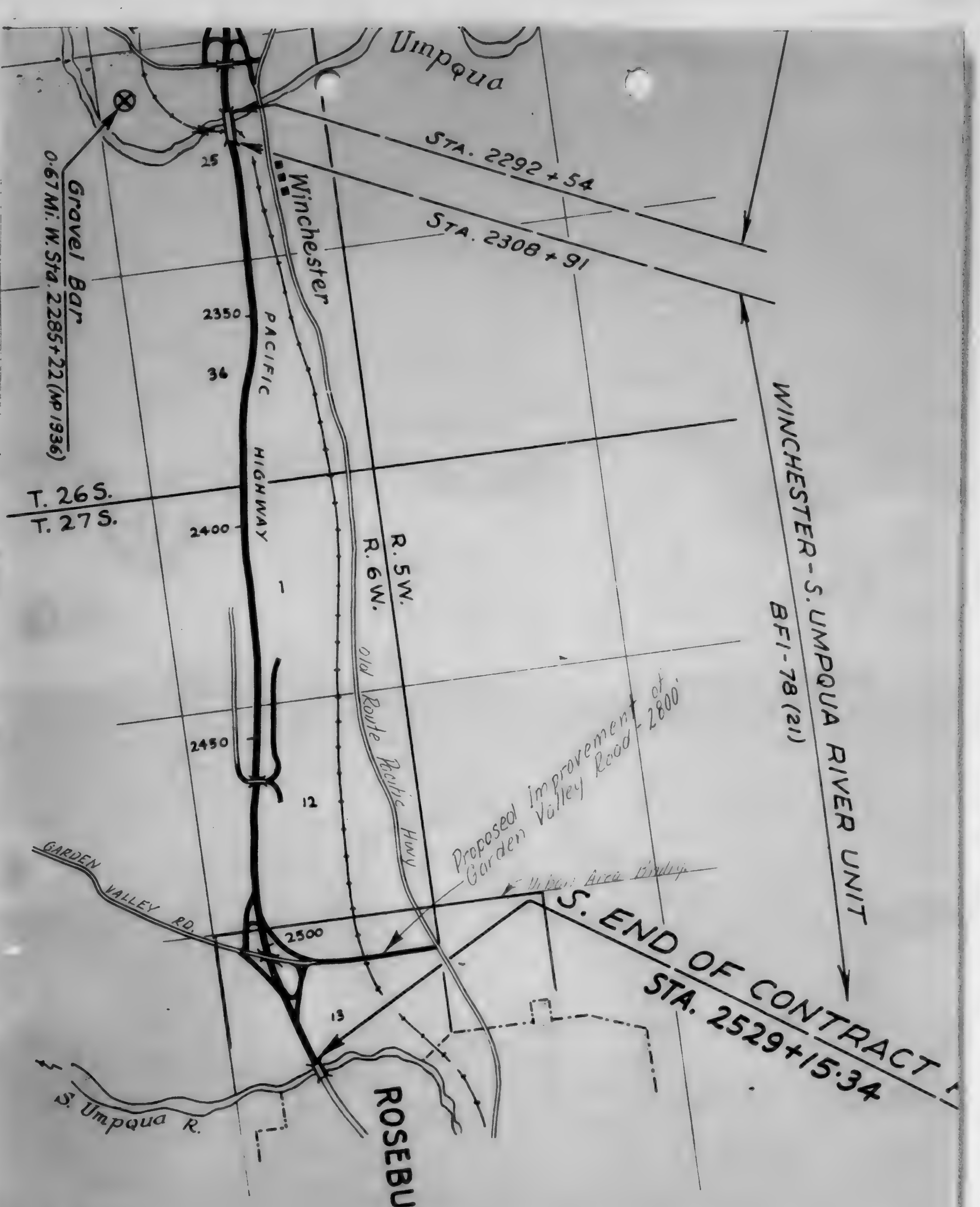
V. T. Jackson County Judge

Frank Ashley Commissioner

Huron W. Clough Commissioner

RECEIVED
MAR 10 1958
OREGON
STATE HIGHWAY COMMISSION

lt


Umpqua
Gravel Bar
0.67 Mi. W. Sta. 2285+22 (AP 1936)
STA. 2292+54
STA. 2308+91
25
Winchester
2350
36
PACIFIC HIGHWAY
T. 26 S.
T. 27 S.
2400
1
R. 5 W.
R. 6 W.
old Route Pacific Hwy
WINCHESTER - S. UMPQUA RIVER UNIT
BFI-78 (21)
2450
12
Proposed improvement of Garden Valley Road - 2800'
GARDEN VALLEY RD.
Urban Area Bndry.
2500
S. END OF CONTRACT
STA. 2529+15.34
13
S. Umpqua R.
ROSEBURG

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FOR FILING

P

April 7, 1958

Oregon State Highway Commission

Gentlemen:

On March 6 the Douglas County Court directed a letter to the Highway Commission requesting that the State assist in the improvement of Garden Road northerly from Roseburg from the old route of US99 to the new. This is a fairly heavily traveled county road which has been affected by the construction of the bypass and the Garden Road interchange to a rather minor degree. The section is approximately 2,800 feet in length and is roughly bisected by the Southern Pacific Railroad. On the section easterly from the railroad the average daily traffic in 1953 was 6,600. In 1957 the average daily traffic was 6,900. On the section westerly from the railroad the average daily traffic in 1953 was 6,200, and in 1957, 7,200. Part of the increase westerly from the railroad is attributed to a rerouting of vehicles from an industrial area near the railroad westerly to the freeway and thence southerly to other parts of Roseburg in lieu of using the old business route.

It was the County's suggestion that an improvement be undertaken leading to a curbed section 65 feet in width consisting of two 10-foot parking lanes, two 12-foot travel lanes, and one 12-foot center lane that could be used for left turns.

It is our thinking that if the improvement were undertaken it would be better to build a 50-foot section and stripe it for four moving lanes of traffic rather than the three-lane proposition suggested by the County. A cost estimate has been prepared, which indicates that the project would require $112,000, not counting sidewalks (which would add an additional $21,000).

While the project might have some merit, I do not believe that the Highway Commission should become involved in projects such as this. Much of our construction work brings about a change in the traffic pattern on existing feeder roads, sometimes reducing traffic volumes and other times increasing them. A somewhat exaggerated example would be the changes which recently occurred in Portland as a result of opening the westerly unit of the Banfield Freeway. It is my recommendation that the Commission do not participate in a project such as this which is not on any highway system and which would doubtless establish a precedent which could lead to serious inroads on our limited finances.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Maison
FC:me fn

FORM E30—90M—2-57—1473

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1958

SUBJECT: Garden Valley Road
Douglas County

To:

Mr. Tom Edwards
Construction Engineer
Office

In accordance with instructions received, a windshield-type estimate has been prepared to determine the cost of improving Garden Valley Road from the interchange on the interstate route easterly to the old Pacific Highway in Douglas County, a distance of approximately one-half mile.

As instructed, a width of 50-feet between curbs with 3½ inches of asphaltic concrete, 1½ inches of leveling course, and 15 inches of base course was used. This full surfacing depth was used on the widened portions with 1½ inches of asphaltic concrete being placed over the existing pavement.

A storm drainage system will be required for the approximate length of this improvement due to the curbed section. Costs for construction of this system are included in the estimate.

The S. P. Co. Railroad grade crossing is protected at present by a "wig-wag" type signal on the east side of a double track and by a cross-buck on the west side. It will be necessary to move this existing signal and to replace the cross buck with a signal in order to provide adequate protection for the new width. The cost for doing this work is included in the estimate.

Sidewalks will be required on both sides for approximately the full length; and the estimate for them was made separately; this estimate is not included in the main estimate. These walks have been estimated at $21,000.

From the information available in the office, the right-of-way is apparently 60 feet wide and would just accomodate the new section including sidewalks. Additional right-of-way would not be required; however, a more comprehensive investigation should be made to justify this assumption for the existing right-of-way.

This
Copy to Casper
E.

E. of old 99 {53 - 6200
57 - 7300

West old 99 {1953 6600
1957 6900

There are power and telephone poles that will require moving and the cost is assumed to be borne by the utility companies. Unit costs were obtained from the Cost Analysis Section.

A sketch map (1"=400') reflecting the limits of this improvement is attached along with a detailed estimate.

Victor D. Wolfe
Reconnaissance Engineer

By Bruce C Ray Jr
for
William H. Tebeau

fp

Attachments

GARDEN VALLEY ROAD IMPROVEMENT

County Road
Douglas County

Windshield Estimate

Length = 2650' = 0.50 Mile

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1. Clearing & Grubbing	All	100%		100%	Lump Sum	$ 500
2. Drainage Excavation	Cu.Yd.	377	93	470	$ 3.00	1,410
3. Removel of Curbs	Lin.Ft.	300	84	384	0.30	115
4. General Excavation	Cu.Yd.	4700	1200	5900	.75	4,425
5. Finishing Roadbed	Mile	0.5		0.5	1,000.00	500
6. 8" Conc. Sewer Pipe	Lin.Ft.	240	60	300	2.00	600
7. 12" Conc. Sewer Pipe	" "	2600	650	3250	2.50	8,125
8. Concrete Culvert Pipe	" "	64	16	80	9.00	720
9. Concrete Manholes	Each	4	1	5	250.00	1,250
10. Concrete Catch Basins	Each	10	3	13	75.00	975
11. Concrete Curbs	Cu.Yd.	173	47	220	50.00	11,000
12. Bottom Course Base	Cu.Yd.	3925	975	4900	2.75	13,475
13. Leveling Course	Cu.Yd.	393	97	490	3.00	1,470
14. Sprinkling	M-Gal	108	32	140	3.00	420
15. Preparation of Base	Mile	0.5		0.5	300.00	150
16. Crushed Mat'l in Binder	Cu.Yd.	85	25	110	4.00	440
17. Class "B" Asph. Concrete	Ton	2384	596	2980	8.00	23,840
18. Emulsified Asphalt	Ton	19	5	24	60.00	1,440
19. Railroad Signalization	All				LumpSum	9,000

Subtotal	$ 79,855
Engineering & Contingencies (40%)	32,145
Total Construction Cost	$112,000
P.C.C. Sidewalks	21,000
TOTAL COST	$133,000

Oregon State Hwy Dept

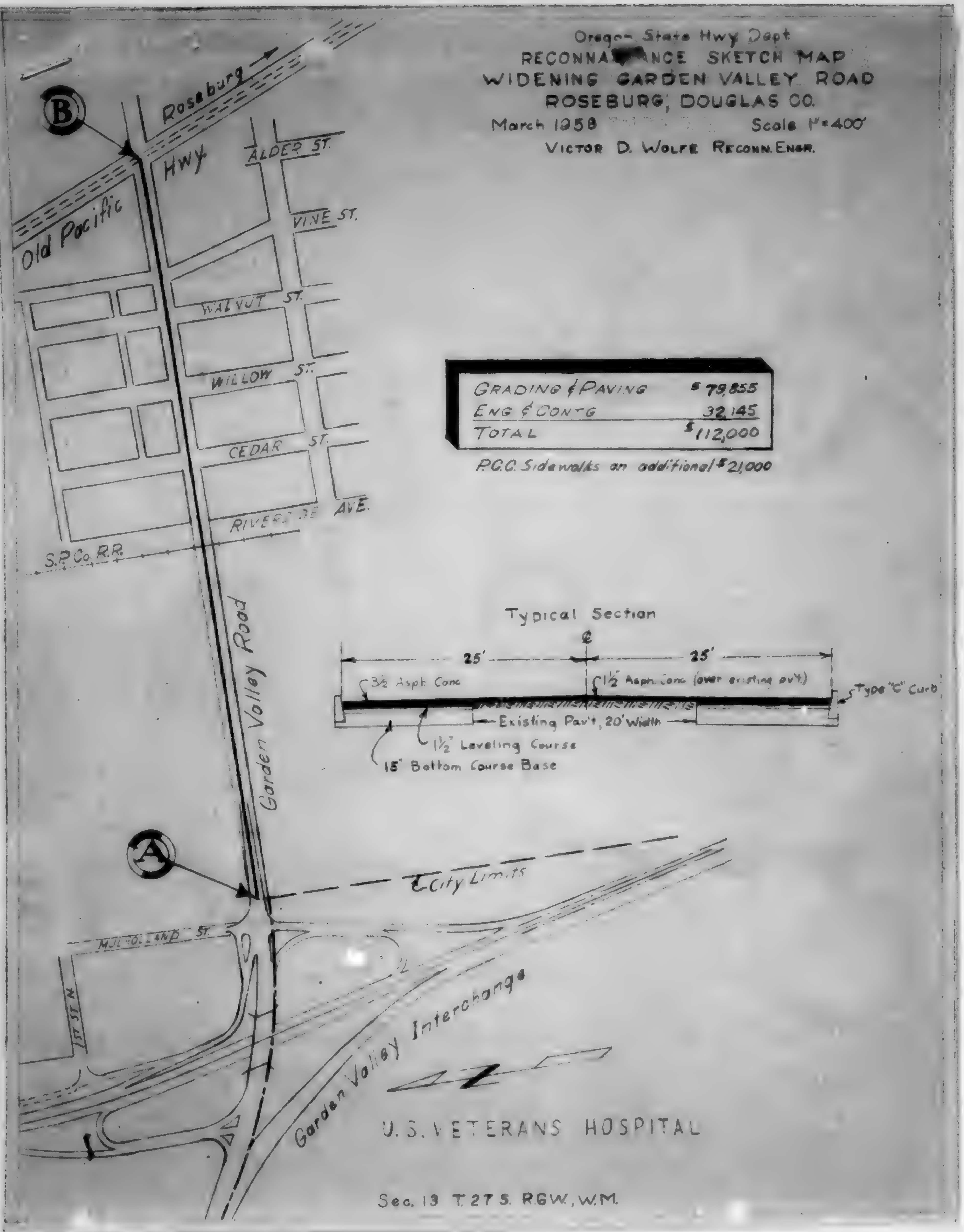
RECONNA[illegible]ANCE SKETCH MAP
WIDENING GARDEN VALLEY ROAD
ROSEBURG, DOUGLAS CO.

March 1958 Scale 1"=400'

VICTOR D. WOLFE RECONN. ENGR.

GRADING & PAVING	$ 79,855
ENG & CONT'G	32,145
TOTAL	$ 112,000

P.C.C. Sidewalks an additional $ 21,000


B
Roseburg
Hwy
Old Pacific
ALDER ST.
VINE ST.
WALNUT ST.
WILLOW ST.
CEDAR ST.
RIVERSIDE AVE.
S.P. Co. R.R.
Garden Valley Road
A
℄ City Limits
MULHOLLAND ST.
1ST ST. N.
Garden Valley Interchange
N
U.S. VETERANS HOSPITAL
Typical Section
℄
25'
25'
3½ Asph. Conc.
1½ Asph. Conc. (over existing pav't.)
Type "C" Curb
Existing Pav't, 20' Width
1½" Leveling Course
15" Bottom Course Base

Sec. 13 T. 27 S. R. 6 W., W.M.

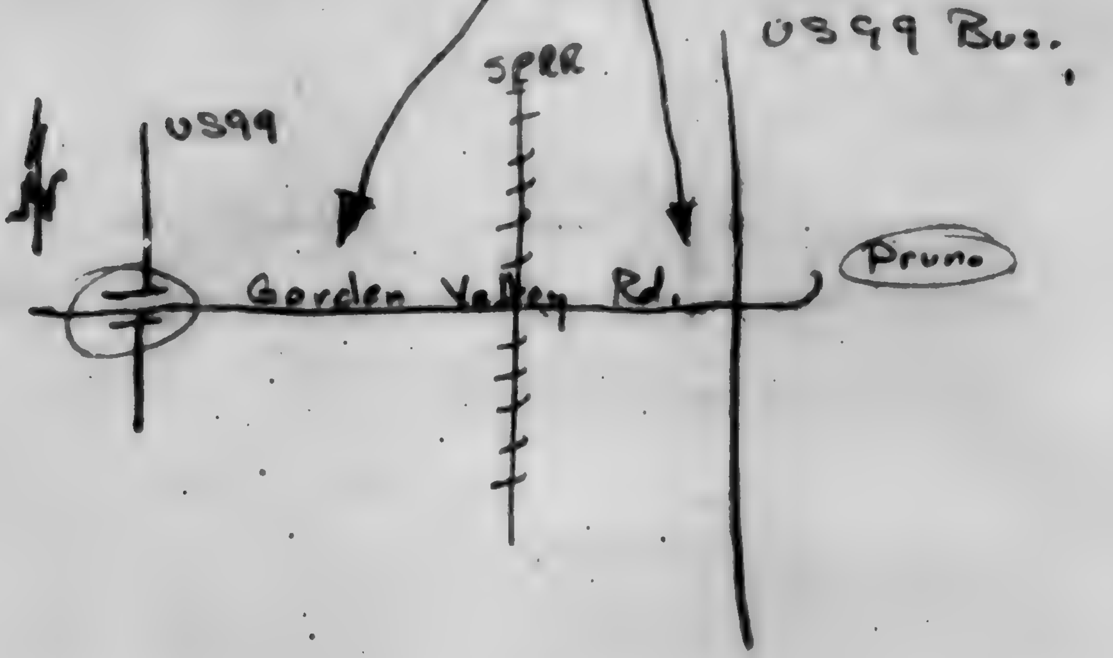
REFERRED T
F. Cooper
ASST. TRAFFIC ENGR. 3-25

On Garden Valley Road - Roseburg

	Before 9-29-53	[illegible]
0.10 mile west of Old Hwy (Oakland-Shady Hwy.)	6633	[illegible]
0.10 mile east of US99 (By-Pass)	6192	7720

300
1,000

	1953 ADT	1957 ADT
W of US99 Bus Rt.	6600	6900
E of US99 By Pass	6200	7200


US99 Bus.
SPRR
US99
N
Garden Valley Rd.
Pruno

3-25-58
Quoted to Mr. F. Cooper —

RECEIVED
MAR 13 1958
FOR FILING

[illegible]

5370

Salem, Oregon
March 11, 1958

Estimate - Improvement of
Garden Valley Road

Mr. Tom Edwards
Construction Engineer
Department

Will you please furnish me with a quick windshield estimate of improving Garden Valley Road from the interchange on the interstate route easterly to the old Pacific Highway. I am told that the distance is 2,800 lineal feet.

We are making this investigation in response to a request from the Douglas County Court for assistance in the improvement. This, of course, is a matter for determination of the Commission.

For your guidance, I will quote from the County Court's letter of request: "Our planning in regard to this road, is for two ten-foot lanes of parking and two twelve-foot lanes of travel and one twelve-foot left turn lane, together with two curbs and two five-foot sidewalks. The aggregate widths of the proposed improvement from back of walk to back of walk would be sixty-six feet."

While the Court's over-all width may be about correct, I see no necessity for 10-foot parking lanes. The estimate should include right of way.

Forrest Cooper
Deputy State Highway Engineer

FC:me

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
NORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

[redacted]

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

March 6, 1958

Oregon State Highway Commission
City and County Relations
State Highway Building
Salem, Oregon

Gentlemen:

Garden Valley Road, a Douglas County Road between Old Highway 99 and New Highway 99 and north of the city limits of Roseburg, is in need of reconstruction. The average daily traffic count on this portion of the road is 7600 motor vehicles, of which 2800 are originating or departing at the interchange on New Highway 99.

At the present time the improvement on Garden Valley consists of a sixteen foot concrete pavement with a two foot addition of asphalt shoulders on each side and is without adequate drainage to prevent the water from flowing in the travelled portion of the road.

Aside from the traffic along this portion of the road, there are numerous business houses, dwellings, one school and an auto court fronting thereon. Our planning in regard to this road, is for two ten-foot lanes of parking and two twelve-foot lanes of travel and one twelve-foot left turn lane, together with two curbs and two five-foot sidewalks. The aggregate widths of the proposed improvement from back of walk to back of walk would be sixty-six feet. The length of the proposed reconstruction is 2800 feet.

Due to the combination of local traffic and the added through traffic from the interchange on New Highway 99 to Old Highway 99, we consider this to be a joint problem between Douglas County and the Oregon State Highway Department. Douglas County is willing and eager to enter into a cooperative agreement with the Oregon State Highway Commission for the mutual accomplishment of the above project.

Respectfully,

DOUGLAS COUNTY COURT

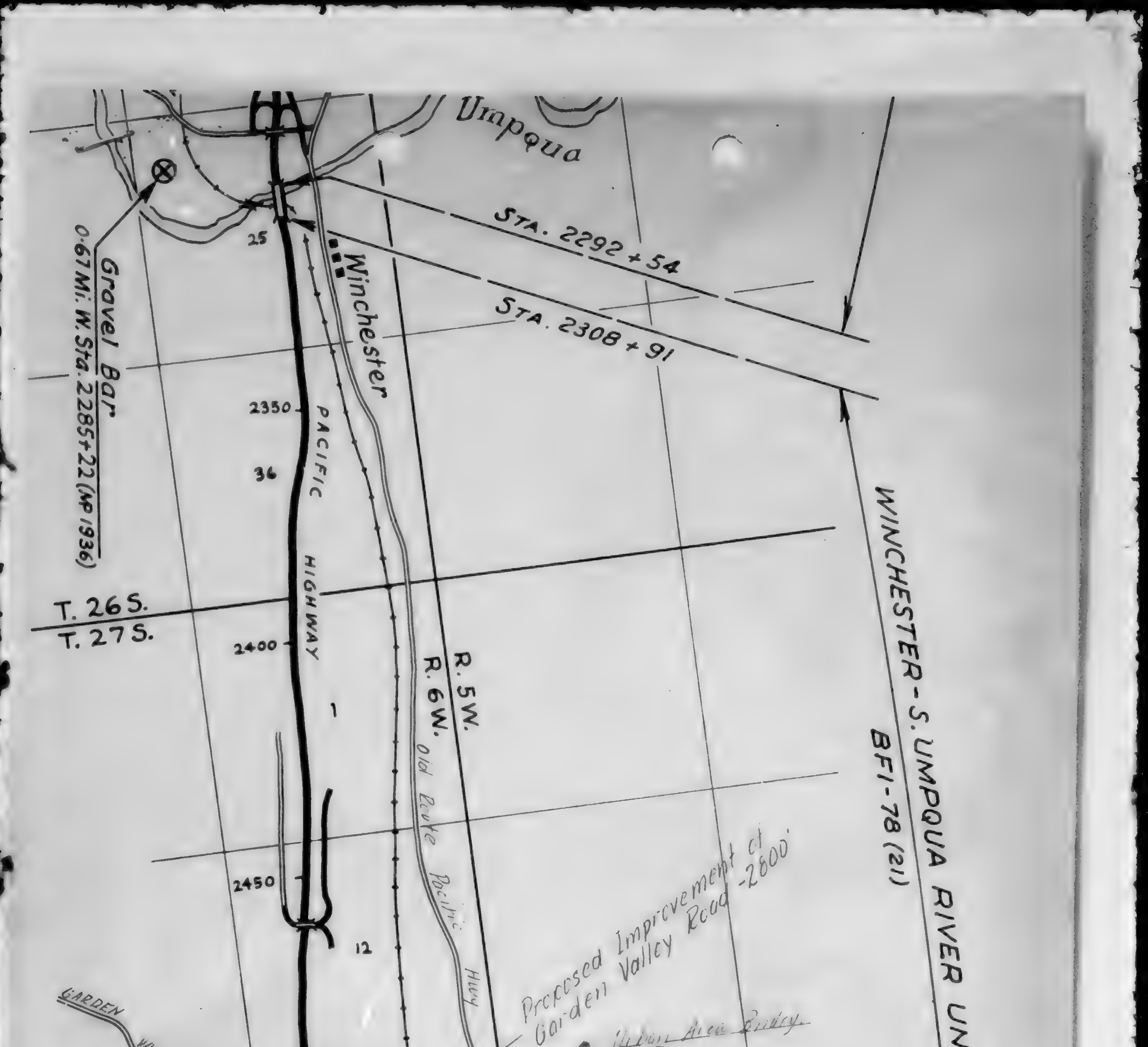
V. T. Jackson

Frank Ashley Commissioner

Huron W. Clough Commissioner

RECEIVED
MAR 10 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 10 1958
OREGON


Umpqua
Gravel Bar
0.67 Mi. W. Sta. 2285+22 (MP 1936)
25
Winchester
STA. 2292+54
STA. 2308+91
2350
36
PACIFIC HIGHWAY
T. 26 S.
T. 27 S.
2400
1
R. 5 W.
R. 6 W.
Old Route Pacific Hwy
WINCHESTER - S. UMPQUA RIVER UNIT
BFI-78 (21)
2450
12
Proposed Improvement at Garden Valley Road -2800'
GARDEN VALLEY RD
Urban Area Bridge.
2500
S. END OF CONTRACT
STA. 2529+15.34
13
S. Umpqua R.
ROSEBURG

DU-205(8) California Ave. (Klamath 1958
Falls) Sec. (Structure
#5371

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 21, 1959

DU-205(8)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5371 5371	9 Final	Tom Lillebo Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30569	127440	$ 24,273.85	12-13-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 140 workdays from November 28, 1958

Time Extensions: None of record

Completion Date: August 14, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

NOTED ON CARD

Floyd Query Lc
Floyd Query
Secretary

Warrant Mailed:

RECEIVED
DEC - 9 1959
FOR FILING
5371

December 9, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5371 for construction of the California Avenue Overcrossing in Klamath Falls on the Dalles-California Highway in Klamath County was completed by the contractor, Tom Lillebo Const. Co., on August 14, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $24,273.85 will be released to the contractor on or after December 21, 1959. The total contract amount is $199,995.71, of which amount $1,790.67 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

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RECEIVED
MAR 31 1959
FOR FILING

[illegible]

5371

March 23, 1959

Mr. Stephen W. Bunch
1700 Stanford Street
Klamath Falls, Oregon

Dear Sir:

You will recall that you recently discussed with me damage to your car resulting from a rock apparently misplaced during construction on the Klamath Falls Bypass.

I have had an inquiry made into this matter and find that the rock referred to probably resulted from the construction activities of the Lillebo Construction Company during the course of the construction of the California Avenue Overcrossing. They advise that they have referred your claim to the Glen Falls Insurance Company through the Rogers Insurance Agency, 803 Title and Trust Building, Portland.

I trust that this information will be helpful to you in pursuing your claim.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Lillebo
P. O. Box 365
Reedsport, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 18, 1959

SUBJECT: Claim for damaged car
Stephen W. Bunch, Klamath Falls

To: Mr. L. H. Young
Assistant Construction Engineer
State Highway Department
Salem, Oregon

Information below concerns damage to a car belonging to Stephen W. Bunch of Klamath Falls, which was the subject of your Construction Division Assignment No. 797.

Mr. M. W. Moore, Resident Bridge Engineer, advises that the rock which was claimed to have damaged the motor of the car came from the construction operations of the Lillebo Construction Company while doing work on the California Avenue Overcrossing project, Contract No. 5371. When the complaint was made Mr. William S. Vian, Superintendent for Lillebo Construction Company, talked with Mrs. Bunch and the claim was to be taken care of by this contractor's insurance company. Their insurance company is the Glen Falls Insurance, taken through the Rogers Insurance Agency, 803 Title and Trust Building, Portland.

Mr. Vian also told Mr. Moore that he was advised by his insurance company not to discuss this matter further with the complainant as the insurance company would take care of this matter. Neither Mr. Moore or Mr. Meritt have ever talked to Mr. Bunch; they have had some discussion with Mrs. Bunch, and to their knowledge, she has never been treated in an off hand or discourteous manner.

Dean Swift
DEAN SWIFT
Division Engineer

DS:mo

CONSTRUCTION DIVISION
RECEIVED
MAR 19 1959
NOTED-- ☐☐☐☐☐

RECEIVED
MAR - 5 1959
FOR FILING

Salem, Oregon
March 3, 1959

Claim for damages to
car belonging to
Stephen Bunch
Klamath Falls

Mr. Tom Edwards
Construction Engineer
OFFICE

Comes now one Stephen Bunch of 1700 Stanford Street in Klamath Falls. Mr. Bunch states that in the month of December his wife was, I believe, turning into their approach and ran over a rock, which subsequently caused the wrecking of the motor of their car.

Mr. Bunch stated that he had discussed this matter with our Resident Engineer on the job (he did not mention the name), as it is his contention that a rock from some construction project on the Klamath Falls Bypass was the cause of the damage. He was not sure if it was a grading or a bridge job, but it would seem that it was probably the grading work.

Mr. Bunch realizes that it is the obligation of the contractor to take care of claims; however, he says that he has been unable to get anything going on this matter and has requested our help in determining who he should contact.

Will you please get a field report on this so that we may advise Mr. Bunch. Any pertinent facts would be in order. I believe that Reid Meritt may be the man to whom Mr. Bunch talked.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
DEC 8 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

[illegible]
5371

Dec. 8, 1958

Tom-Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5371, awarded Nov. 18, 1958, for California Avenue Overcrossing on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
NOV 20 1958
FOR FILING
DU-205(8)
5371

When replying, refer to
08-35.4-0

November 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5371 for Oregon Project DU-205(8), California Avenue Structure on The Dalles-California Highway in Klamath Falls, to Tom Lillebo Construction Co. of Reedsport, Oregon, low bidder in the amount of $199,720.00 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
Acting Division Engineer

Orig to Project
cc to Merchant

RECEIVED
NOV 19 1958
FOR FILING
Div-205 (8)
5371

November 18, 1958

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on November 13, 1958, accepted your proposal for construction of a concrete deck girder and concrete beam structure over California Avenue in Klamath Falls in Klamath County for the sum of $199,780.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5371.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 18, 1958

Tom Lillebo Construction Co.
Reedsport,
Oregon

Contract for concrete deck girder and concrete beam structure construction over California Avenue in Klamath Falls, Klamath County for which you submitted low bid on November 12 awarded to you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
Lee Gatlin

RECEIVED
OCT 30 1958
FOR FILING
OREGON DISTRICT DU-205(8)
5271

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project DU-205(8), California Avenue Overcrossing on the Klamath Falls Bypass.

This is to authorize your advertising for bids.

Very truly yours,
C G Polk
C. G. Polk
Division Engineer

copy to:

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

F-102(3) The Dalles-Eightmile Cr. Sec. 1958
of The Dalles-Calif. Hwy.
#5372 (Grading)

44R 334
C44 1869 . 8-57

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FOR FILING

5372

3d

April 30, 1963

Wasco County Court
Courthouse
The Dalles, Oregon

Attention: Hon. James A. Hunt
County Judge

Gentlemen:

The State Highway Commission at its meeting April 25 considered the offer of Wasco County to pay to the State the sum of $28,000 as final settlement on the McClaskey property acquisition on The Dalles-Eightmile Creek Section of US 197.

It was pointed out that Wasco County had purchased considerable right of way on this project in compliance with an agreement entered into previously. In view of the County's co-operative attitude in expending County funds for the construction of this highway section, the Commission accepted the offer of the County to pay the sum of $28,000 on the McClaskey acquisition for which the State paid $40,000 plus acquisition costs of $939.

The Commission asked that their thanks be extended to you, and with concurrence of the County, they will consider the matter closed.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: R. L. Porter
Lloyd Shaw
V. D. Wolfe
C. H. Maison
H. S. Cox
W. T. Wright

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1963

SUBJECT: Files 20401, 20408 & 20409
The Dalles-Eight Mile Creek Sec.
The Dalles-California Highway

To:

Mr. C. H. Maison, Auditor
Accounting Department
BUILDING

We have tried to tabulate the right of way costs on the project for The Dalles-Eight Mile Creek Section of The Dalles-California Highway. According to the deed copies on our files, Wasco County paid $28,460 for land. In addition thereto, according to the County-City agreement with the State, they paid for four stock passes at Stations 24, 82, 290+50 and 306. There was a stock pass and drainage structure constructed at Station 187+35. We are not sure whether this was a construction item or a right of way item. Our files show this structure was being used for drainage and stock underpass. In addition to the underpasses, the County was obligated to do the fencing which might have amounted to 4,300 rods.

Our records show that on the Kuck property (File 20409), the State was obligated in the right of way transaction to provide an additional access at Station 168+50 easterly and at Station 81+00 westerly. A marginal note shows this cost the County $1,500. Item 3 on the same right of way obligation obligated the State to provide two roads for Mr. Kuck of 1,000 feet and 800 feet, respectively. We are informed that the State built these although our records do not show whether the County paid for them as right of way obligations or if they were assumed by the State as part of the construction.

We can find only one transaction (File 20408) McClaskey, on which the State acquired title by judgment for $40,000 plus costs of $931.18.

EARL F. SALING
Right of Way Office Manager

EFS:ls

P. O. BOX 577
PHONE CY 6-4656

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

Wasco County
COUNTY COURT
The Dalles, Oregon

January 16, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Forrest:

I am sending you this break down of the Bridge Construction Fund in connection with the building of the U. S. 197 - The Dalles Eight Miles section. It shows a complete break down of the interest earnings and total cost to the Bridge Construction Fund. The $[illegible],067.70 retained for major maintenance is a bridge construction fund that we have set up for the bridge and is intended for the future. Any straggler fees that may show up later will be paid from the major maintenance fund.

Hoping that this will be sufficient for you to build your report from. If anything further is needed do not hesitate to contact me.

Very truly yours,

WASCO COUNTY COURT

James A. Hunt

James A. Hunt
County Judge

JAH/rc

NOTED
FORREST COOPER

orig to:
Wagner Please call me

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 17 1963
OREGON
STATE HIGHWAY COMMISSION

Cy to Marcum
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WASCO COUNTY TOLL BRIDGE
Summary of Receipts and Disbursements from Bond Issue for Highway 197 Bridge Approach

Receipts

Bonds sold	$150,000.00
Less discount	29,193.45
Net receipts from bonds	120,806.55
Interest earned on time deposits	2,277.55
Total Funds available	$123,084.10

Disbursements

State Highway Commission for cattle pass const.	$ 21,352.10
State Highway Commission to reimburse	28,000.00
	49,352.10
Grading and rocking access roads	1,709.70
Right of way costs	46,082.20
Fencing supplies and labor	14,317.25
Total highway costs	111,461.25
Additional steel supports for Bridge	7,535.15
Retained for future major maintenance	4,087.70
Total disbursements	$123,084.10

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1962

SUBJECT: Agreement Between the State Highway Commission and Wasco County for Relocating The Dalles-Eight Mile Section Wasco County

To: Mr. Forrest Cooper
State Highway Engineer
Building

The main points of the subject agreement are as follows:

THINGS TO BE DONE BY STATE

State, as soon as funds become available and County has obtained all necessary rights of way, shall prepare all plans and specifications, and shall, at its own cost either by contract or by its own forces, undertake the complete construction of said project.

State, upon notification by County that County is unable to acquire any of the privately owned real property required for right of way purposes for said project, shall immediately undertake to acquire such property by purchase, agreement, donation or exercise of the power of eminent domain. From and after receipt of such notification, all further activities and proceedings for the acquisition of such real property shall be under the full and complete control and jurisdiction of State and State may, with the concurrence of County, agree with the owners of such property for the purchase thereof, either before or after condemnation proceedings are instituted. State shall, in the manner provided for hereinafter, be reimbursed for all costs, disbursements and expenses incurred in such acquisition.

State, upon completion of this project, shall submit to County an itemized statement of the total actual costs and disbursements incurred in constructing the stock passes for which County is required to pay.

THINGS TO BE DONE BY COUNTY

County shall, at its sole expense, acquire all necessary right of way, including easements for cuts and fills, drainage facilities and other facilities needed in connection with said project, except that in the event County is unable to acquire any privately owned real property for right of way purposes, County shall so notify State. Upon receipt of such notification, State may proceed to acquire such real property by agreement, purchase, donation or exercise of the power of eminent domain at the sole cost of County. It is expressly agreed that, after receiving said notification, all further activities and proceedings for the acquisition of said real property shall be under the complete control and jurisdiction of State and that County shall pay, in the manner hereinafter provided, all costs, disbursements and expenses resulting from such acquisition, including but not limited to the price paid for the property or, in the event of condemnation, the compensation determined in such proceedings to be paid, and the damage, if any, for the taking, together with interest charges or appraisal costs, witness fees and defendants' attorney fees.

County shall negotiate and pay for all stock passes, the cost of which is hereby agreed to be right of way expense, and the location of said stock passes shall be approved by the State Highway Engineer, or his representative. Descriptions of size and locations of all stock passes negotiated for by County are to be included in the option form prior to the execution of same. As to all stock passes allowed by County as a part of the negotiations with the landowners, County shall, before award of the construction contract, pay to State an amount equal to 100% of the cost of these items computed from accepted bid prices which are apportioned to the cost of the stock passes by the State Highway Engineer. The State Highway Engineer's computation shall be final. Upon completion of said stock passes, and after State has submitted to County an itemized statement for the total actual costs and disbursements incurred in the construction of said passes, County shall pay to State that amount by which the actual costs of the stock passes exceeds the deposit required from County in this paragraph.

By letter dated December 9, 1959, Wasco County was advised of the cost of installing the stock passes. Their check in the amount of $21,352.10 covering the installation costs was received March 11, 1960.— See F-102 [illegible]

It was necessary to initiate condemnation proceedings in order to acquire the John L. McClaskey property on this line for which we subsequently expended the sum of $41,249.63. It is my understanding that the County has never been advised of the cost of this acquisition.

We have deposited the check from Wasco County in the amount of $28,000 in our Advance Deposit Fund where it will remain until it has been decided as to its disposition.

CHMaison

C. H. Maison
Auditor

CHM:jc

November 23, 1962

Hon. James A. Hunt
Judge of Wasco County
County Courthouse
The Dalles, Oregon

Dear Judge Hunt:

This will acknowledge your letter of November 19 and accompanying check.

I have asked our Chief Accountant to analyze this matter and give me a report, after which I will advise you further.

The Highway Commission is highly appreciative of Wasco County's substantial financial co-operation in this project. It is doubtful if the work could have been undertaken without Wasco County's assistance.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
Victor D. Wolfe

OFFICE OF THE TREASURER OF
WASCO COUNTY
THE DALLES, OREGON

November 19, 1962

Mr. Forest Cooper,
State Highway Department,
Salem, Oregon

Dear Forest:

This check is in answer to the verbal agreement between yourself, Dutch Williams, and myself some two years or more back.

As I recall in our agreement, we would hand over monies we had left in this Construction Fund which the Court set aside to build rights of way and under-passes on U.S. 197, The Dalles Eight Mile section.

We are holding some Three or Four Thousand Dollars, plus some interest, in our bridge Maintenace and Construction Fund to take care of some left over or uncompleted fence jobs, etc.

This letter is a rough draft, kind of end-of-tongue note to you and I would advise that you have your attorney draw up some sort of acceptance of this check for your records and send us a copy for our records.

I certainly do thank you for your whole hearted cooperation in this total job.

Very truly yours,

James A Hunt

JAH/
ASM

James A. Hunt
WASCO COUNTY JUDGE

[illegible] Agreement
or file [illegible]

Check #629 — $28,000.00
Sent to C. H. Naiser
[illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 20 1962
OREGON
STATE HIGHWAY COMMISSION

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April 5, 1963

Oregon State Highway Commission

Gentlemen:

On June 27, 1957, the Highway Commission accepted an offer of the Wasco County Court to acquire the right of way for the improvement of the northerly end of Highway 197, the unit being referred to as The Dalles-Eightmile Creek Section.

An agreement was entered into whereby the County was to acquire the right of way, construct right-of-way fences, and pay the cost of all cattle passes. Among other obligations, the State agreed to construct the project, which was done. The County was successful in acquiring all right of way except one parcel (File 20408 - McClaskey). The County was unable to reach an agreement with Mr. McClaskey and finally, in order to get the project under way, the State agreed to condemn the property if unable to effect a settlement. The County's books indicate costs as follows:

Land (Right of Way)	$46,082.20
Fencing	14,317.25
Cattle Passes	21,352.10
Grading and rocking access roads	1,709.70
Total - - -	$83,461.25

The above compilation does not include the McClaskey acquisition but, according to the County's records, this is the amount for the remaining items. Our records show substantially less in direct right-of-way costs but our books do not necessarily coincide with those of the County. All of the above items have been paid for by the County. The cost of the land, fencing, and access roads were paid directly to the property owners (or the work was accomplished by the County). The item involving the cost of the cattle pass was paid to the State by the County. The cost of the McClaskey acquisition was $40,000 plus acquisition costs of $939, all of which have been paid by the State.

Judge Hunt has conferred with me re the final settlement of this account and though he is well aware of the County's offer in connection with this project, he states that it would be a severe financial burden on the County to have to pay all of the $40,000+ cost of the McClaskey acquisition.

In order to resolve this matter, the Judge has made a compromise tender of $28,000 to close the account and has deposited this amount with our Auditor.

I feel that the County has been more than fair in this matter and relieved the State of a substantial burden in connection with this right of way. I feel that the Judge's offer is quite liberal. I recommend that you accept the County's offer.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
H. S. Cox

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1960

SUBJECT: Erosion Control
The Dalles-Eight Mile Section
Columbia River Highway

To: Mr. Forrest Cooper

The original project authorization approved an expenditure of $8775 for erosion control on the subject project. When the work order was submitted the item of wire netting was deleted, restricting the work to seeding and mulching at a total cost of $7995.

A recent trip to this project disclosed that the 1:1 sand cut from, roughly, Station 126 to Station 133+50 is eroding badly. Inasmuch as straw mulch will not stay on a 1:1 slope without some mechanical form of fixing it is recommended that authorization to cover the slope with chicken wire, as originally proposed, be approved. It is believed that the additional cost of this treatment can be absorbed within the current work order authorization.

Division Engineer Swift agrees with this proposal and the erosion control crews will be working in this locality next week.

RECEIVED
STATE HIGHWAY ENGINEER

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
cc Mr. Dean Swift

REFERRED TO
Edw
BY DEPUTY STATE HIGHWAY ENGINEER

OK
Forrest Cooper
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WASCO COUNTY

COUNTY COURT

The Dalles, Oregon

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

March 10, 1960.

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Re: County costs of stock passes -
The Dalles-Eightmile Section of
The Dalles-California Highway

Attn: Mr. Paxson

Dear Mr. Williams:

Our letter of December 16th explained that we would be able to take care of these costs in the month of March and we enclose our check for $21,352.10 in payment of the County's part of the costs.

Very truly yours,

J E Wilson

J. E. Wilson, Field Engineer,
Wasco County Road Department.

JEW:mw

cc: Judge Hunt

Check #606 in the amt of $21,352.10
sent to Acct. Div. 3-11-60
C. H.

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OFFICE OF
STATE HIGHWAY ENGINEER

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Wasco County
COUNTY ROADMASTER
THE COURTHOUSE
THE DALLES, OREGON

December 16, 1959.

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Attn: Mr. G. S. Paxson

Dear Mr. Williams:

Your letter to Judge Hunt containing the statement of costs to the County for stock passes on TheDalles-Eightmile Section of The Dalles-California Highway has been referred to me for disposition.

Due to the fact that the road was not complete and it seemed logical to assume that costs would not be available for quite some time, I instructed the County Treasurer to redeposit these designated funds and they will now be available on March 1st, 1960.

Trusting that under these circumstances, payment on that date will be satisfactory with your Department,

Very truly yours,

JEWilson

J. E. Wilson, Field Engineer,
Wasco County Road Department.

Copy to
C.G. Swanson
C.H. Mason

JEW:mw

cc: Judge Hunt

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STATE HIGHWAY ENGINEER

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STATE HIGHWAY DEPARTMENT

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G. S. PAXSON

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December 9, 1959

Hon. James A. Hunt
Wasco County Judge
Courthouse
The Dalles, Oregon

Dear Judge Hunt:

Final costs are now available for the The Dalles-Eightmile Section of the The Dalles-California Highway. As per the agreement between the State and County dated June 27, 1957, the County agreed to pay for all stock passes except the stock pass in the vicinity of Station 355+00, locations of which were approved by the State Highway Engineer. The locations of the stock passes and the cost of each installation are as follows:

Station	Description	Unit Price	Total
24+50	78" CMP 79' long	$48.90 per lin. ft.	$ 3,863.10
81+75	96" CMP 154' long	65.30 per lin. ft.	10,056.20
285+11	78' CMP 84' long	48.90 per lin. ft.	4,107.60
318+10	78" CMP 68' long	48.90 per lin. ft.	3,325.20
	Total amount required from County		$21,352.10

Please make this payment by means of a warrant or certified check payable to the Oregon State Highway Commission, forwarding same to C. G. Swenson, Engineer, County and City Relations, State Highway Department, Salem, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. C. G. Swenson
Mr. C. H. Maison

CGS:mm gm

Cont. No. 5372

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY

F 102(5)

5372

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

C
O
P
Y

December 4, 1959

Mr. N. D. Wright
Roy Stotts and Associates
1306 S. W. Jefferson Street
Portland 1, Oregon

RE: Your File No. 550

Dear Sir:

Reference is made to your letter of December 2 regarding some information you require in connection with blasting damage occurring on The Dalles-Eightmile Section of The Dalles-California Highway.

Mr. Vernon Shull was resident engineer on both the grading and surfacing contractors for this construction and will no doubt be able to furnish the information you require by use of his job diaries.

Mr. Shull is at 412½ Laughlin Street, The Dalles.

Very truly yours,

W. C. Williams
State Highway Engineer

By /s/ L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc W. C. Williams

Roy Stotts and
Associates

C
O
P
Y

December 2, 1959

State Highway Department
Construction Office
Salem, Oregon

RE: OUR FILE NO. 550

Gentlemen:

Recently I had the opportunity to contact the office of your resident engineer in The Dalles, Oregon, in regard to some blasting damage claims occurring during the construction work on the new Dufur highway. The contracts involved are Roy L. Houck & Sons, Inc., number 5372, and Verne Jarhl, number 5462.

We would appreciate receiving any information that your office might be able to furnish on the dates that these contractors were doing blasting in the area. If this information can be obtained only by inspection of your Salem records, kindly advise and we shall arrange to do so.

Very truly yours,

ROY STOTTS & ASSOCIATES

/s/ N. D. Wright

N. D. Wright

NDW:mg

Young -
Please handle

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November 20, 1959

Mr. William G. Dick
Dick & Dick
Attorneys at Law
5th and Washington
The Dalles, Oregon

Dear Mr. Dick:

In reply to your letter of November 19 re the Sam Walker-Roy Houck matter, I wish to advise that, as we suggested in our letter of July 23, you contact Mr. Roy Houck rather than the State Highway Department.

While it is true that Mr. Houck is constructing the road for the State of Oregon under contract, the State has no control of his operations as they might affect the third party.

Mr. Houck has been in the contracting business for many years and is a responsible citizen. I am sure that he will live up to the terms of any agreement that he has made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Roy L. Houck
1585 North 20th Street, NE
Salem, Oregon

Mr. W. C. Williams

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

November 19, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Sam Walker

Dear Mr. Williams:

Your letter of July 23 states that you have contacted Mr. Houck and he advised you that he was going to clean up the site on the Walker property which he had leased from Mr. and Mrs. Walker during the construction of the highway South from The Dalles Bridge to Eight Mile Creek. His lease with the Walkers requires him to do this.

The lease does not expire until 31 December 1959, but apparently Houck's work is completed and he is no longer connected with the project. This clean up job is worth several hundred dollars at least and consequently is of importance to Mr. Walker. I am sure that Mr. Houck intends to clean up the site as you indicated, and this letter is being written primarily to remind both you and Mr. Houck that as of this time it has been overlooked. We would be very pleased to have your comments.

Yours truly,

cc - Mr. Roy L. Houck
1585 North 20th Street
Salem, Oregon

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OFFICE OF
STATE HIGHWAY ENGINEER

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STATE HIGHWAY COMMISSION

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July 23, 1959

Mr. S. P. Walker
Route 3, Box 6
The Dalles, Oregon

Dear Sir:

Reference is made to your recent undated letter concerning the cleaning up of a piece of land which was leased to the Houck Construction Company.

We, of course, cannot know all of the details concerning an agreement between you and Mr. Houck and are, therefore, unable to enforce such an agreement. However, we have contacted Mr. Houck, and he has advised us that he is going to clean the site up and remove the objectionable gravel.

If you wish to correspond with Mr. Houck direct, his address is 1585 North 20th Street, Salem, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp ms

cc Mr. Forrest Cooper
Mr. Tom Edwards

FERRED TO
Edwards
State Highway Engineer

The Dalles.
Ore.

Oregon State Highway Comm.
Salem.
Ore.

Gentlemen:-

When Houck + Sons were building a road throu our place last winter they had a piece of land leased for a building site when they were through here they were supposed to take the rock off and leave the ground as it was they took the building off but did nothing about the

2.

land. So would like
to know what to do
about it.

Yours truly
S. P. Walker.
The Dalles,
Ore.

R. 3.
Phone 6-6957

CONSTRUCTION DIVISION
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JUL 10 1959
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JUL 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 10 1959

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Salem, Oregon
September 29, 1959

Agenda Item 1B-6

File No. 20408
" " 29382

R/W 19936

5372

W. T. Wright
Right of Way Engineer

Attached for further handling are one fully executed copy and one conformed copy of a "Grant of Access" to the Bonneville Power Administration to permit service of a B. P. A. transmission line crossing the right of way of The Dalles-Eight Mile Creek Section of The Dalles-California Highway, Wasco County.

A fully executed copy of the above instrument has been retained in this office.

Floyd Query, Secretary

jmc

Encl.

FORM 2-20 50M 11-58 15690

AGENDA
SEP 24 1959

1B-6

1B-6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1959

SUBJECT: AGENDA ITEM FOR
SEPTEMBER 24-25 MEETING
File No. 20408 - Bonneville
Power Administration
The Dalles-Eight Mile Creek Section
The Dalles-California Highway
Wasco County

To: Mr. Floyd Query
Secretary

Office

Will you please place upon the Agenda of the September 24-25 Commission Meeting the matter of a Grant of Access to Bonneville Power Administration to permit service of a B.P.A. transmission line crossing the right of way of The Dalles-California Highway.

We forward three copies of a Grant of Access which should be executed by the Commission and two copies returned to this office for further handling.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:mr

Attachments

Ⓐ
2 COPIES TO
BE SIGNED

NOTED
FLOYD QUERY

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AUG 27 1959

FOR FILING

FN-(2)

[illegible]

August 27, 1959

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5372 for work performed on The Dalles-Eightmile Creek Section of The Dalles-California Highway, Wasco County, was completed by the contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, on May 29, 1959 but has not as yet been accepted by the Commission.

Final payment in the amount of $18,412.37 will be released to the contractor after acceptance by the Commission. The total contract amount is $663,931.00 of which amount $2,463.66 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
jmc
8/27/59

RECEIVED
JUN 24 1959

FOR FILING
5102(3)

June 23, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Roy L. Houck & Sons and Roy L. Houck Sons' Corporation a portion of the funds heretofore retained by the Commission on Contract #5372, for grading The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

This payment, in the amount of $29,560.10, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,964.49. The present payment will be released on or after July 3, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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JUN - 3 1959

FOR FILE

F 102(3)

5372

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 29, 1959, on Contract No. 5372, The Dalles-Eightmile Creek Section, in Wasco County, in connection with Federal Aid Project No. F-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By D B Parker
for R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

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JUN - 2 1959
FOR FILING
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5372

June 1, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6 covering seeding, fertilizing and mulching on cut and fill slopes throughout the The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

This work is necessary for erosion control on cut and fill slopes throughout the project. The contractor is not equipped to do this work while the State has the necessary special equipment operated by experienced crews.

Your approval of this order on basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of this order is $7,995.00 with Federal participation of $4,950.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

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1 b

Act Info
DIV. ENGR.
DIST. ENGR. A
OFFICE ENGR.
PROG. & PLANNING
BRIDGE DEPT.
COPIES
AREA ENGRS.
Jensen
Schwiebow
STENO

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6 covering seeding, fertilizing, mulching ~~and laying of wire netting~~ on cut and fill slopes throughout The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

This work is necessary for erosion control on cut and fill slopes throughout the project. The contractor is not equipped to do this work while the State has the necessary special equipment operated by experienced crews.

Your approval of this order on basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of this order is $7,995.00 with Federal participation of $4,950.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

Deleted phrase
referring to wire netting
LBO

Enc.

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—10M—2-50

F [illegible]
5372

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 30, 1959

Section The Dalles - Eightmile Creek
Kind of work Grading
Highway The Dalles-Calif. County Wasco
Section prefix 33-1059
Contractor Roy L. Houck & Sons
Contract number 5372
Date of contract Nov. 24, 1958
Specified work days 150
Date work started Oct. 28, 1958
Work days used 65
Project authorization $ 792,566.44
Exclusive of engineering $ 736,206.16
Per cent of time elapsed 43.3 %
Estimated cost of completed project, exclusive of engineering $ 704,500.00
Estimated per cent overrun or underrun 4.3 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 56,360.28
Engineering cost to date $ 41,900.00, 74.3 %
Date project was completed May 29, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The office crew continued working on items for semi-final. The IBM calculations for the Mass Diagram haven't been received from Salem to date.

All contract work is now complete.
This is the final weekly report.

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1959
NOTED- ☐ CE ☐ ACE ☐ ACE B ☐ ☑ COE

NOTED
JOHN R. OAKES

Signed Vernon E. Shull
Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.7				
Miles partially completed					
Miles completed	6.7				
Total estimated quantities (contract)	1,099,000				
Total quantities corrected to date	1,000,000				
Estimated quantities moved or placed to date	1,000,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					Snook Bros.
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Men	1
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	0	
Tuesday	Fair	0	
Wednesday	Fair	0	
Thursday	Fair	0	
Friday	Fair	0	
Saturday			

RECEIVED
JUN - 1 1959
FOR FILING
F 102(3)
5372

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May 28, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6 covering seeding, fertilizing, mulching and laying of wire netting on cut and fill slopes throughout The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

This work is necessary for erosion control on cut and fill slopes throughout the project. The contractor is not equipped to do this work while the State has the necessary special equipment operated by experienced crews.

Your approval of this order on basis of actual cost under the provisions of FPM 21-6.3 is requested.

The total estimated amount of this order is $7,995.00 with Federal participation of $4,950.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

FORM E-123-X

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1959
FOR FILING
5372

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 27, 1959

450

Mr. Richard T. Clarke
McGill and Clarke
Attorneys at Law
Junor Building
S. E. Belmont at Grand Avenue
Portland 14, Oregon

Dear Sir:

As requested in your letter of April 22nd, we are forwarding this date a request to Mr. C. C. Slavins to supply you with his observations of the accident to which you refer.

Very truly yours,

Tom Edwards
Construction Engineer

TE:jw

cc C. C. Slavins
~~Forrest Cooper~~
P.M. Stephenson

Mr. C. C. Slavins - Please forward your statement to Mr. Clarke.

TE

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

ALFRED T. McGILL
RICHARD T. CLARKE

ROBERT E. KNAPP

McGILL & CLARKE
ATTORNEYS AT LAW
Junor Building
S. E. Belmont at Grand Ave.
Portland 14, Oregon

BElmont 2-8197

April 22, 1959

Oregon State Highway Department
Salem, Oregon

Attention: Mr. C. C. Slavins

Gentlemen:

This office is concerned with a claim for property damage against the Roy L. Houck & Sons Corp.

On February 16, 1959, at a point approximately five miles from The Dalles, where Roy L. Houck & Sons Corp. was constructing a new section for Highway 197, a detour had been constructed, and while the detour was being negotiated by Mr. Edwin C. Coburn, it gave way, causing his truck to slide over the bank and roll over, resulting in rather extensive damage to the truck.

This office represents Mr. Coburn's collision insurance carrier, and we are in the process of making claim against Roy L. Houck & Sons Corp.

Mr. Coburn advises that a Mr. C. C. Slavins, who is connected with the Oregon State Highway Department as an engineer, was a witness to this accident, and it would be most appreciated if this letter would be placed in his hands in order that he might give me the benefit of his independent observation of the happening of this accident.

Your cooperation would be very much appreciated.

Yours very truly,

McGILL & CLARKE

Richard Clarke
Richard T. Clarke

RTC:rg

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APR [illegible] 1959
STATE HIGHWAY [illegible]

RECEIVED
APR 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Contract No 5372

1

Monthly Transaction No. 87	For .-2 (6-.-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	.te Oregon
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County Wasco
F-102(3) 5372		Project No. F-102(3)

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FOR FILING

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 0.2 mile south juct. F.A. 1 south approx. 6.7 miles (The Dalles-Eightmile Cr. Section), on U.S. 197.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	6.7
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 777,110.00	Federal funds $ 480,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forr Coope

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer April 20, 1959

USComm-DC 11169

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

April 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

F-102(3) The Dalles-Eightmile Creek Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,
CGPolk
C. G. Polk
Division Engineer

Encl.

[illegible] COOPER

RECEIVED
APR 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

April 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the The Dalles-Eightmile Creek Section, Project No. F-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

February 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the The Dalles-Eightmile Creek Section, Project No. F-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. F-102(3)

THE DALLES-EIGHTMILE CREEK SECTION ON

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 30, 1959

Type Code 0010
Roadway (Sta. 7+50 to Sta. 362+50) (Contract No. 5372)

Clearing and Grubbing	All	Required		$ 32,880.00
Drainage Excavation, Unclassified	1,850	cu.yds.	$2.00	3,700.00
Structural Excavation, Unclassified	30	cu.yds.	5.00	150.00
General Excavation, Unclassified	1,098,260	cu.yds.	.35	384,391.00
Short Overhaul	3,477,000	yd.stas.	.005	17,385.00
Long Overhaul	50,400	C-yd.stas.	.35	17,640.00
Finishing Roadbed and Slopes	6.70	miles	500.00	3,350.00
Rounding Cutbanks	40,000	lin.ft.	.15	6,000.00
12-inch Corrugated Metal Pipe	140	lin.ft.	3.00	420.00
18-inch Corrugated Metal Pipe	290	lin.ft.	4.25	1,232.50
36-inch Corrugated Metal Pipe	170	lin. ft.	13.00	2,210.00
36-inch Corrugated Metal Pipe, 8 gage	300	lin.ft.	19.25	5,775.00
48-inch Corrugated Metal Pipe	140	lin.ft.	21.25	2,975.00
60-inch Corrugated Metal Pipe, 10 gage	170	lin. ft.	34.40	5,848.00
72-inch Corrugated Metal Pipe, 8 gage	310	lin.ft.	46.45	14,399.50
84-inch Corrugated Metal Pipe, 8 gage, Uncoated	120	lin.ft.	55.00	6,600.00
12-inch Concrete Pipe	1,600	lin.ft.	2.75	4,400.00
18-inch Concrete Pipe	670	lin.ft.	4.00	2,680.00
24-inch Concrete Pipe	2,100	lin.ft.	5.85	12,285.00
24-inch Concrete Pipe, Extra Strength	250	lin.ft.	6.85	1,712.50
90-inch Structural Plate Pipe, 12 Gage	44	lin.ft.	55.00	2,420.00
Class "A" Concrete in Box Culvert	820	cu.yds.	58.00	47,560.00
Metal Reinforcement in Box Culverts	125,900	lbs.	.15	18,885.00
Class "A" Concrete in Headwalls	40	cu.yds.	58.00	2,320.00
Metal Reinforcement in Headwalls	4,600	lbs.	.15	690.00
Coarse Crushed Material in Base	17,400	cu.yds.	2.50	43,500.00
3/4" - 0 Material in Base	4,600	cu.yds.	2.70	12,420.00
Sprinkling	3,900	M-gals.	3.50	13,650.00
				$667,478.50
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
Seeding and Mulching	All	Required		8,775.00
Work by Wasco Electric Coop.	All	Required		1,500.00
Work by Boyd Telephone Co.	All	Required		3,400.00
Work by Bonneville Power Admin.	All	Required		3,400.00
	Subtotal			$685,553.50
	10% Engr. & Cont.			68,555.35
	Total			$754,108.85

Type Code 1021
Eight Mile Creek Bridge (Sta. 321+60 to Sta. 322+60)(Contract No. 5406)

Structural Excavation	180 cu.yds.	$12.00	$ 2,160.00
Class "A" Concrete	190 cu.yds.	64.00	12,160.00
Metal Reinforcement	46,000 lbs.	.14	6,440.00
8-inch Metal Drain Pipe	30 lin.ft.	5.00	150.00
	Subtotal		$ 20,910.00
	10% Engr. & Cont.		2,091.00
	Total		$ 23,001.00

Length of Roadway. . . . . 6.704 miles
Length of 1 Structure. . . . . 0.019 mile
Total Length . . . . 6.723 miles
Cost of Roadway per mile $112,486.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$754,108.85	$466,000.00	$288,108.85
Structure	23,001.00	14,000.00	9,001.00
	$777,109.85	$480,000.00	$297,109.85

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

THE DALLES-EIGHTMILE CREEK SECTION

Project No. F-102(3)

Estimated costs of work by the Wasco Electric Coop., Inc.

Materials and Installation	$1,384.18
Overhead	296.83
Salvage Credit	113.00 Cr.
	$1,568.01
Use	$1,500.00

Estimated costs of work by the Bond Telephone Co.

Labor	$2,640.00
Materials	160.00
Equipment	440.00
Overhead	220.00
	$3,460.00
Use	$3,400.00

Oregon State Highway Department

Federal Aid
Project No. F-102(3)

THE DALLES-EIGHTMILE CREEK SECTION ON

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1958

Type Code 0010
Roadway (Sta. 7+50 to Sta. 362+50)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	1,850	cu. yds.	3.00	5,550.00
Structural Excavation, Unclassified	30	cu. yds.	5.00	150.00
General Excavation, Unclassified	1,098,260	cu. yds.	0.60	658,956.00
Short Overhaul	3,477,000	yd. sta.	0.0075	26,077.50
Long Overhaul	50,400	C-yd.sta.	0.35	17,640.00
Finishing Roadbed and Slopes	6.70	Miles	1,000.00	6,700.00
Rounding Cutbanks	40,000	lin. ft.	0.20	8,000.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.75	525.00
18-inch Corrugated Metal Pipe	290	lin. ft.	5.00	1,450.00
36-inch Corrugated Metal Pipe	170	lin. ft.	14.50	2,465.00
36-inch Corrugated Metal Pipe, 8 Gage	300	lin. ft.	15.50	4,650.00
48-inch Corrugated Metal Pipe	140	lin. ft.	25.00	3,500.00
60-inch Corrugated Metal Pipe, 10 Gage	170	lin. ft.	32.00	5,440.00
72-inch Corrugated Metal Pipe, 8 Gage	310	lin. ft.	46.00	14,260.00
84-inch Corrugated Metal Pipe, 8 Gage	120	lin. ft.	58.00	6,960.00
12-inch Concrete Pipe	1,600	lin. ft.	2.50	4,000.00
18-inch Concrete Pipe	670	lin. ft.	4.50	3,015.00
24-inch Concrete Pipe	2,100	lin. ft.	6.00	12,600.00
24-inch Concrete Pipe, Extra Strength	250	lin. ft.	6.50	1,625.00
90-inch Structural Plate Pipe, 12 Gage	44	lin. ft.	58.00	2,552.00
Class "A" Concrete in Box Culverts	820	cu. yds.	55.00	45,100.00
Metal Reinforcement in Box Culverts	125,900	lbs.	0.14	17,626.00
Class "A" Concrete in Headwalls	40	cu. yds.	60.00	2,400.00
Metal Reinforcement in Headwalls	4,600	lbs.	0.14	644.00
Coarse Crushed Material in Base	17,400	cu. yds.	2.25	39,150.00
3/4" - 0 Material in Base	4,600	cu. yds.	2.40	11,040.00
Sprinkling	3,900	M-gal.	3.00	11,700.00
				$928,775.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Seeding and Mulching	All	Required		8,775.00
Work by Pacific Power & Light Co.	All	Required		1,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		600.00
Work by Wasco P.U.D.	All	Required		2,000.00
Work by Wasco Electric Coop.	All	Required		1,500.00
Work by Boyd Telephone Co.	All	Required		1,000.00
	Subtotal			$944,650.50
	10% Engr. & Cont.			94,465.05
		Total		$1,039,115.55

Length of Roadway	6.704 Miles
Length of 1 Structure	0.019 Mile
Total Length.	6.723 Miles
Cost of Roadway Per Mile.	$154,999.34

Federal Funds	$642,000.00
State Funds	397,115.55
	$1,039,115.55

void

Oregon State Highway Department

Federal Aid
Project No. F-102(3)

THE DALLES-EIGHTMILE CREEK SECTION ON
THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1958

Type Code 0010
Roadway (Sta. 7+50 to Sta. 362+50)

Clearing and Grubbing	All	Required	$	$15,000.00
Drainage Excavation, Unclassified	1,850	cu. yds.	3.00	5,550.00
Structural Excavation, Unclassified	30	cu. yds.	5.00	150.00
General Excavation, Unclassified	1,098,260	cu. yds.	.60	658,956.00
Short Overhaul	3,477,000	yd. stas.	.0075	26,077.50
Long Overhaul	50,400	C-yd. stas.	.35	17,640.00
Finishing Roadbed and Slopes	6.70	miles	1,000.00	6,700.00
Rounding Cutbanks	40,000	lin. ft.	.20	8,000.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.75	525.00
18-inch Corrugated Metal Pipe	290	lin. ft.	5.00	1,450.00
36-inch Corrugated Metal Pipe	170	lin. ft.	14.50	2,465.00
36-inch Corrugated Metal Pipe, 8 Gage	300	lin. ft.	15.50	4,650.00
48-inch Corrugated Metal Pipe	140	lin. ft.	25.00	3,500.00
60-inch Corrugated Metal Pipe, 10 Gage	170	lin. ft.	32.00	5,440.00
72-inch Corrugated Metal Pipe, 8 Gage	310	lin. ft.	43.00	13,330.00
84-inch Corrugated Metal Pipe, 8 Gage, Uncoated	120	lin. ft.	56.50	6,780.00
12-inch Concrete Pipe	1,600	lin. ft.	2.50	4,000.00
18-inch Concrete Pipe	670	lin. ft.	4.50	3,015.00
24-inch Concrete Pipe	2,100	lin. ft.	6.00	12,600.00
24-inch Concrete Pipe, Extra Strength	250	lin. ft.	6.50	1,625.00
90-inch Structural Plate Pipe, 12 Gage	44	lin. ft.	58.00	2,552.00
Class "A" Concrete in Box Culvert	820	cu. yds.	55.00	45,100.00
Metal Reinforcement in Box Culverts	125,900	lbs.	.14	17,626.00
Class "A" Concrete in Headwalls	40	cu. yds.	60.00	2,400.00
Metal Reinforcement in Headwalls	4,600	lbs.	.14	644.00
Coarse Crushed Material in Base	17,400	cu. yds.	2.25	39,150.00
3/4" - 0 Material in Base	4,600	cu. yds.	2.40	11,040.00
Sprinkling	3,900	M-gals.	3.00	11,700.00
				$927,665.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Seeding & Mulching	All	Required		8,775.00
Work by Pacific Power & Light Co.	All	Required		1,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		600.00
Work by Wasco P.U.D.	All	Required		2,000.00
Work by Wasco Electric Coop.	All	Required		1,500.00
Work by Boyd Telephone Co.	All	Required		1,000.00

Subtotal	$943,540.50
10% Engr. & Cont.	94,354.05
Total	$1,037,894.55

Length of Roadway	6.704 miles
Length of 1 Strusture	0.019 mile
Total Length	6.723 miles
Cost of Roadway per mile	$154,817.19

Federal Funds	$642,000.00
State Funds	395,894.55
	$1,037,894.55

Oregon State Highway Department

Federal Aid
Project No. F-102(3)

THE DALLES-EIGHTMILE CREEK SECTION ON
THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Revised to include work by Bonneville Power Administration and to eliminate some utilities work that is not required. Not as a basis for project agreement.)

Salem, Oregon, November 28, 1958

Type Code 0010
Roadway (Sta. 7+50 to Sta. 362+50)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	1,850	cu. yds.	3.00	5,550.00
Structural Excavation, Unclassified	30	cu. yds.	5.00	150.00
General Excavation, Unclassified	1,098,260	cu. yds.	0.60	658,956.00
Short Overhaul	3,477,000	yd. sta.	0.0075	26,077.50
Long Overhaul	50,400	C-yd.sta.	0.35	17,640.00
Finishing Roadbed and Slopes	6.70	miles	1,000.00	6,700.00
Rounding Cutbanks	40,000	lin. ft.	0.20	8,000.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.75	525.00
18-inch Corrugated Metal Pipe	290	lin. ft.	5.00	1,450.00
36-inch Corrugated Metal Pipe	170	lin. ft.	14.50	2,465.00
36-inch Corrugated Metal Pipe, 8 Gage	300	lin. ft.	15.50	4,650.00
48-inch Corrugated Metal Pipe	140	lin. ft.	25.00	3,500.00
60-inch Corrugated Metal Pipe, 10 Gage	170	lin. ft.	32.00	5,440.00
72-inch Corrugated Metal Pipe, 8 Gage	310	lin. ft.	43.00	13,330.00
84-inch Corrugated Metal Pipe, 8 Gage Uncoated	120	lin. ft.	56.50	6,780.00
12-inch Concrete Pipe	1,600	lin. ft.	2.50	4,000.00
18-inch Concrete Pipe	670	lin. ft.	4.50	3,015.00
24-inch Concrete Pipe	2,100	lin. ft.	6.00	12,600.00
24-inch Concrete Pipe, Extra Strength	250	lin. ft.	6.50	1,625.00
90-inch Structural Plate Pipe, 12 Gage	44	lin. ft.	58.00	2,552.00
Class "A" Concrete in Box Culverts	820	cu. yds.	55.00	45,100.00
Metal Reinforcement in Box Culverts	125,900	lbs.	0.14	17,626.00
Class "A" Concrete in Headwalls	40	cu. yds.	60.00	2,400.00
Metal Reinforcement in Headwalls	4,600	lbs.	0.14	644.00
Coarse Crushed Material in Base	17,400	cu. yds.	2.25	39,150.00
3/4" - 0 Material in Base	4,600	cu. yds.	2.40	11,040.00
Sprinkling	3,900	M-gal.	3.00	11,700.00
				$927,665.50
Flagging (57½% of Contractor's Costs)	All	Required		1,000.00
Seeding and Mulching	All	Required		8,775.00
Work by Wasco Electric Cooperative	All	Required		1,500.00
Work by Boyd Telephone Company	All	Required		1,000.00
Work by Bonneville Power Administration	All	Required		3,400.00

Subtotal	$943,340.00
10% Engr. & Cont.	94,334.00
Total	$1,037,674.00

Length of Roadway - - - - - - - - -	6.704 Miles
Length of 1 Structure - - - - - -	0.019 Mile
Total Length- - - - - - - - - - - -	6.723 Miles
Cost of Roadway Per Mile- - - - -	$154,784.30

Federal Funds -	$ 641,000.00
State Funds -	396,674.00
	$1,037,674.00

Oregon State Highway Department

Federal Aid
Project No. F-102(3)

THE DALLES-EIGHTMILE CREEK SECTION ON
THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon December 5, 1958

Type Code 0010
Roadway (Sta. 7+50 to Sta. 362+50)(Contract No. 5372)

Clearing and Grubbing	All	Required		$ 32,880.00
Drainage Excavation, Unclassified	1,850	cu. yds.	$ 2.00	3,700.00
Structural Excavation, Unclassified	30	cu. yds.	5.00	150.00
General Excavation, Unclassified	1,098,260	cu. yds.	.35	384,391.00
Short Overhaul	3,477,000	yd. stas.	.005	17,385.00
Long Overhaul	50,400	C-yd. stas.	.35	17,640.00
Finishing Roadbed and Slopes	6.70	miles	500.00	3,350.00
Rounding Cutbanks	40,000	lin. ft.	.15	6,000.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.00	420.00
18-inch Corrugated Metal Pipe	290	lin. ft.	4.25	1,232.50
36-inch Corrugated Metal Pipe	170	lin. ft.	13.00	2,210.00
36-inch Corrugated Metal Pipe, 8 gage	300	lin. ft.	19.25	5,775.00
48-inch Corrugated Metal Pipe	140	lin. ft.	21.25	2,975.00
60-inch Corrugated Metal Pipe, 10 gage	170	lin. ft.	34.40	5,848.00
72-inch Corrugated Metal Pipe, 8 gage	310	lin. ft.	46.45	14,399.50
84-inch Corrugated Metal Pipe, 8 gage, Uncoated	120	lin. ft.	55.00	6,600.00
12-inch Concrete Pipe	1,600	lin. ft.	2.75	4,400.00
18-inch Concrete Pipe	670	lin. ft.	4.00	2,680.00
24-inch Concrete Pipe	2,100	lin. ft.	5.85	12,285.00
24-inch Concrete Pipe, Extra Strength	250	lin. ft.	6.85	1,712.50
90-inch Structural Plate Pipe, 12 gage	44	lin. ft.	55.00	2,420.00
Class "A" Concrete in Box Culvert	820	cu. yds.	58.00	47,560.00
Metal Reinforcement in Box Culverts	125,900	lbs.	.15	18,885.00
Class "A" Concrete in Headwalls	40	cu. yds.	58.00	2,320.00
Metal Reinforcement in Headwalls	4,600	lbs.	.15	690.00
Coarse Crushed Material in Base	17,400	cu. yds.	2.50	43,500.00
3/4" - 0 Material in Base	4,600	cu. yds.	2.70	12,420.00
Sprinkling	3,900	M-gals.	3.50	13,650.00
				$667,478.50
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
Seeding and Mulching	All	Required		8,775.00
Work by Wasco Electric Coop.	All	Required		1,500.00
Work by Boyd Telephone Co.	All	Required		1,000.00
Work by Bonneville Power Admin.	All	Required		3,400.00
	Subtotal			$683,153.50
	10% Engr. & Cont.			68,315.35
	Total			$751,468.85

Type Code X021
Eightmile Creek Bridge (Sta. 321+60 to Sta. 322+60)

Structural Excavation	180 cu. yds.	$ 8.00	$ 1,440.00
Class "A" Concrete	190 cu. yds.	75.00	14,250.00
Metal Reinforcement	46,000 lbs.	.14	6,440.00
8-inch Metal Drain Pipe	30 lin. ft.	4.00	120.00
	Subtotal		$ 22,250.00
	10% Engr. & Cont.		2,225.00
	Total		$ 24,475.00

Length of Roadway	6.704 miles
Length of 1 Structure	0.019 miles
Total Length	6.723 miles
Cost of Roadway per mile.	$112,092.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$751,468.85	$464,800.00	$286,668.85
Structure	24,475.00	15,000.00	9,475.00
	$775,943.85	$479,800.00	$296,143.85

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F-102(3)

5372

BUREAU OF PUBLIC ROADS
[illegible]

[illegible] State Highway Bldg.
Salem, Oregon

April [illegible], 1959

Mr. [illegible] Williams
State Highway Engineer
Salem, Oregon

Re: Federal Project F-102(3)
The Dalles-Eight Mile [illegible]
(The Dalles - [illegible])
Bonneville Power Administration

Dear Sir

Authorization is hereby granted to proceed, as of April 8, 1959, with the necessary adjustment of the Bonneville Power Administration Transmission line on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. C. Polk
Division Engineer

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April 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Bonneville Power Administration
Transmission Line Adjustment
The Dalles-Eightmile Section
Project No. F-102(3)
The Dalles-California Highway
Wasco County

Dear Sir:

We have delivered to your office 3 copies of a trust agreement between the State and BPA on the above-named project. It is necessary to "double-arm" the existing power line where the new highway crosses under the existing power line. Clearance is adequate; only the required doubling of suspension insulators to conform to the Safety Code requirements is necessary.

Your concurrence in this necessary work is requested as of this date. Work has not started on this adjustment. An estimate for this work was included in the amended PS&E as submitted to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

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5372

March 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: 08-35.4
Oregon Project F-132(3)
The Dalles-Eightmile Section
The Dalles-California Highway
Extra Work Order No. 4
Dated March 6, 1959

Dear Sir:

Extra Work Order No. 4 in the amount of $775 for the revamping of a six-inch irrigation water line in the vicinity of Station 53+50 to 55+50 does not constitute work for which the owner has already been paid in right-of-way settlement. This right of way (to be condemned) has not as yet been acquired. We could not put this farmer out of business by our right of eminent domain and the savings for revamping this system will be reflected in the final settlement under the condemnation.

In accordance with your request, this letter will serve as a statement stating that no special benefits will accrue to the owner by reason of the work performed under this Extra Work Order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
FBKPfp fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

March 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3), The Dalles-Eight Mile Section, The Dalles- California Highway; Extra Work Order No. 4, Dated March 6, 1959

Dear Sir:

Occasionally work orders are issued for construction which, though necessary to complete the highway improvement, may also result in special benefits or mitigate damages to the abutting land.

Whether such work is included in the original plans or added by work order it should be taken into account in the right-of-way settlements. An owner should not be given the benefit of construction which eliminates damage for which he has been paid.

Before we can approve subject order, we will need your statement that no special benefits as mentioned above will accrue to the owner by reason of the work to be performed under this order.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

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F-102(3)

5372

March 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering excavation for 6-inch irrigation water pipe on the The Dalles-Eightmile Section of the The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

Construction bisected an orchard and severed the irrigation system. This is a pressure system and considerable work will be required to replace the system to cover the same area as originally covered. All pipe will be furnished by the land owner.

It is necessary that the work be done by March 20, 1959. It was scheduled to start March 9.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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102(3)

5372

December 31, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering installation of 10-inch water pipe in a conduit on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

It is necessary to install a 10-inch water line in a 48-inch conduit at Station "D" 5+00 before excess material can be disposed of on the "D" line as indicated on the plans.

The water pipe is for an irrigation project and will require unusual methods of installation as the line carries over 200 pounds pressure when in use through the irrigation season.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

CRN:lmw

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527

Heisler & Van Valkenburgh
Attorneys at Law
U. S. National Bank Building
The Dalles, Oregon

DONALD E. HEISLER
~~M. D. VAN VALKENBURGH~~

REFERRED TO Cooper
info

December 16,1958

COPY

Roy L. Houck & Sons
Route #3
The Dalles, Oregon

Gentlemen:

We are writing to you as attorneys for the Three Mile Irrigation Cooperative, Inc. in regards to the contemplated blasting on the hill east of Three Mile Creek (being the North section of The Dalles to Eight Mile relocated road), which hill is adjacent to the Star Light Drive In Theatre, and south of U.S. Highway No. 30.

The Three Mile Irrigation Cooperative, Inc. is the owner of a well, pump and pipeline system, which well is about 250 feet deep and is situated Northwesterly of and along Three Mile Creek a short distance from the point where such blasting is to occur. The Cooperative has an investment in this area of some $35,000.00, and on behalf of such concern we respectfully request that you take adequate precautions to protect such well, pump and pipeline system from any damage which may be caused by the proposed blasting.

This water supply is extremely important to the Cherry Park District, there being some 42 water users in the area.

You are hereby advised that my client, the Three Mile Irrigation Cooperative, Inc. will hold you, and all those responsible, for any damage which may result from the proposed blasting operation.

Should you wish any further or additional information from us concerning the well, pump or pipeline system, please do not hesitate to advise.

Would you please notify us when the proposed blast is scheduled to take place?

Very truly yours,

Donald E. Heisler

Donald E. Heisler

DEH/cf

cc: Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

RECEIVED
DEC 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FLOYD QUERY

RECEIVED
DEC 17 1958
OREGON
STATE HIGHWAY COMMISSION

cc: Mr. Vernon Shull
Resident Engineer
Oregon State Highway Commission
412 Laughlin Street
The Dalles, Oregon

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Mr. Ed Geiger, President
Three Mile Irrigation Cooperative, Inc.
Rt. 1
The Dalles, Oregon

A

FORM E-123 SM 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

F-102(3)

5372

Dec. 12, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 20th Street N. E.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5372, awarded Nov. 24, 1958, for grading on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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DEC 12 1958
FOR FILING

F-102 (3)

5372

December 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the The Dalles-Eightmile Section of the The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

A

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FOR FILING

F-102 (3)

5372

December 11, 1958

Mr. G. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering paving cattle passes on the The Dalles-Eightmile Section of the The Dalles-California Highway in Wasco County, Contract No. 5372, in connection with Federal Aid Project No. F-102(3).

Special Provisions of the contract provide for paving the cattle passes by State forces or as extra work by the contractor. The work is necessary to make the corrugated metal passes usable by cattle.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

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FOR FILING

F-102 ([illegible])

5372

December 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 28, 1958, on Contract No. 5372, The Dalles-Eightmile Creek Section, in Wasco County, in connection with Federal Aid Project No. F-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

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DEC 16 1958
FOR FILING

#5372

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F 10 (3)

5372

November 28, 1958

Mr. W. E. Davis
Route 3, Box 8
The Dalles, Oregon

Re: Our File R-28825
The Dalles-Eight Mile Creek Section
The Dalles-California Highway
Wasco County

Dear Mr. Davis:

I have for reply your letter of October 18, 1958, which was, apparently, originally delivered to Mr. J. E. Wilson since this office did not receive the same until October 27.

With respect to your letter I note that it is apparently your intention, if in your opinion the Highway Department is not fully complying with ORS 570.540 which pertains to noxious weed control on public highway right of way, to use your own weed eradicating chemicals, time and equipment for the eradication of noxious weeds inside the right of way of the above-mentioned highway, and then bill the State Highway Department for your expenses.

I am sorry to inform you that we do not have any such agreement with you or any other property owner. If, therefore, you should do any work on weed eradication in the above-mentioned highway right of way, you will be doing so at your own expense since this Department can neither honor or pay any bills which you may forward to us.

Our Right of Way Engineer, Mr. Porter, on October 7, 1958, advised you of our position on this matter and further informed you that should you feel that noxious weeds were becoming a problem in the right of way you should contact our Maintenance Superintendent Mr. J. S. Sawyer in The Dalles.

NOTED
P. M. STEPHENSON

In closing I wish to thank you for your cooperation in the past with the Highway Department as well as Wasco County, and I feel certain that if you will contact Mr. Sawyer at The Dalles you can work out with him an amicable arrangement for destroying any noxious weeds under ORS 570.540.

Very truly yours,

RECEIVED
NOV 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

L. I. LINDAS
Chief Counsel

FCMcK:RN
cc: Mr. R. L. Porter, Mr. E. F. Saling, Mr. J. S. Sawyer, Mr. P. M. Stephenson, Mr. I. A. DeFrance & Mr. J. E. Wilson

RECEIVED
NOV 25 1958
FOR FILING

F-102(3)
5372

November 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Project F-102(3), to Roy L. Houck & Sons & Roy L. Houck Sons' Corp. of Salem, Oregon, on the basis of the bid of $686,428.50 submitted on October 21, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

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NOV 25 1958

FOR FILING

F [illegible](2)

5372

November 24, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons Corporation
1565 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, accepted your proposal for grading on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County for the sum of $ 8 ,428.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5372.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

RECEIVED
NOV 28 1958
File
FOR FILING
OREGON DISTRICT

F-102(3)

5372

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-102(3), The Dalles-Eightmile Creek Section of The Dalles-California Highway, we hereby concur as of this date in award of contract No. 5372 to Roy L. Houck & Sons and Roy L. Houck Sons Corp. of Salem, Oregon, low bidder in the amount of $686,428.50 at the October 21, 1958 bid opening.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 20 1958
FOR FILING

When replying, refer to:
08-35.5

F-102(3)

5372

November 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3)
Utility Adjustment,
Boyd Telephone Co.

Dear Sir:

Due to a misunderstanding in our office on approving the above utility agreement and authorizing start of work, our letter of November 12, 1958 inadvertently changed the date you were authorised to proceed with this utility adjustment.

Please disregard our letter of November 12, 1958, as you were previously notified to proceed with this work effective October 30, 1958 in our letter of November 4, 1958.

Very truly yours,

C. O. Polk
Division Engineer

By:
A. F. Bester
Acting Division Engineer

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FOR FILING
F-102(3)
5372

When replying, refer to
08-35.4

November 12, 1958

Re: Oregon Project F-102(3)
Utility Readjustment, Boyd Telephone Co.

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letters dated October 28 and November 3, 1958.

As the necessary sketches were received in this office on November 6, 1958, that date becomes the date on and after which you are authorized to proceed with the work involved.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig. to Edwards

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FOR FILING
F-102(3)
OREGON DISTRICT
When replying, refer to:
08-35.5 5372

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3), The Dalles-Eight Mile Creek Section of The Dalles-California Highway

Dear Sir:

Authorization is hereby granted to proceed, as of October 30, 1958, with the necessary adjustment of the Boyd Telephone Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

F-102(3)

5372

Salem, Oregon
November 3, 1958

RW-19082

Agenda Item 1B-9

File No. 20409 - Kuck
The Dalles-Eight Mile Creek Section
The Dalles-California Highway
Wasco County

Mr. R. L. Porter
Right of Way Engineer
Office

Attached for further handling are two fully executed copies of a "Permit" granting to Ernest Kuck an easement for livestock passage on right of way acquired for The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County.

A partially executed copy of the above Permit has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

AGENDA
OCT 23 1958
1G-9

agenda 10/23/58

Salem, Oregon
October 7, 1958

SUBJECT: AGENDA ITEM FOR OCTOBER 23-24 MEETING
File No. 20409 - Kuck
The Dalles-Eight Mile Creek Section
The Dalles-California Highway
Wasco County

To:

Mr. H. B. Glaisyer
Secretary
Office

Please place on the next Agenda the matter of securing Highway Commission approval to grant to the above property owner an easement for livestock passage on right of way acquired under the above file.

Three copies of a form of permit are enclosed for the Commission's execution, in case they approve this transaction.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:zg

Enclosures

(A)
if approved sign 3 copies of permit

NOTED
H. B. GLAISYER

R. E.

RECEIVED
NOV 6 - 1958
FOR FILING
F-102(3)

5372

November 3, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith copies of the estimate and sketches covering the adjustments of the Boyd Telephone Company's facilities on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Project F-102(3).

This completes the proposed agreement with the Boyd Telephone Company as submitted October 28, 1958, with Assistant Counsel's letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
V - 1958
FOR FILING

OREGON DISTRICT F-102 (3)
When replying, refer to:
08-35.5
5372

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

October 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3)
The Dalles - Eight Mile
Creek Section of The Dalles-
California Highway

Dear Sir:

We are approving the agreement as evidenced by the exchange of letters between the State and Wasco Electric Cooperative, Inc., covering adjustments of their power lines on the above project.

Authorization is hereby granted to proceed as of October 24, 1958. Reimbursement will be subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

FORREST COOPER

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Office of
STATE HIGHWAY ENGINEER

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OCT 30 1958
FOR FILING

F-102(3)

5572

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes required line adjustments of the Boyd Telephone Company on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Project No. F-102(3), and establishes the State's obligation to reimburse the Company for portions of the revisions.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
OCT 23 1958
FOR FILING

F-102(3)

5372

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Wasco Electric Cooperative, Inc., power line on The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County, Project No. F-102(3):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company.
2. Copies of the Company's estimate for adjusting its line in two locations.
3. Three sketches each of two locations showing line revisions.

Your approval of the agreement with the Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

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OCT 27 1958
FOR FILING

F-182(3)

5372

October 24, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corp.
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your bid in the amount of $686,428.50 for grading on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, which was the low bid received for that job on October 21, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
File
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-102 (3)

When replying, refer to
- 08-35.4

5372

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3)
The Dalles-Eight Mile Creek Section
The Dalles-California Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
AUG 8 1958
FOR FILING

F-102(2)

5372

Salem, Oregon
August 7, 1958

BPR authorization to proceed with acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of August 4, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County. From junction with Columbia River Highway, south 6.9 miles. Length 6.9 miles. Prefix 33-2501.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
FOR FILING

F-102(3)

5372

When replying, refer to:
08-35.3

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The fortieth program of projects involving participation in Federal-aid primary funds, submitted with Mr. Cooper's July 25, 1958 letter, contained one Stage 1 project and one Stage 2 project. The Stage 1 project was approved effective August 1, 1958 and the Stage 2 project was deferred by our Regional office.

The Stage 1 project (Item 278) covers improvement on 6.9 miles of roadway and bridges at a total estimated cost of $1,948,000. Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

You may proceed with the phases of the project listed as follows:

Item No.	Project No.	Project	Authorization Dates PE	Authorization Dates ROW
278	F-102(--)	The Dalles-Eight Mile Creek	8-4-58	8-4-58

Since the above project establishes a new location for FAP Route 4, the existing road should be added to the FAS system to integrate FAS 388.

Stage 2, Item 279, Franklin Ave. to South City Limits in Bend is deferred pending further study of the complicated situation in conjunction with the railroad undercrossing. Our Regional office concurs in the view that the project should be delayed until funds are available for widening of the underpass or a commitment as to when such an improvement will be made is received. Submission of a Stage 1 project covering the work and approval by our Regional office would constitute a commitment to undertake and complete such work within a reasonable length of time.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SHP
Copy to Edwards

FORM E-30X—37,500—6-57—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F-102(3)

Salem, Oregon
July 30, 1958

5372

SUBJECT: Roadside Improvement
The Dalles-8 Mile Section
The Dalles-Calif. Hwy.

To: Mr. Tom Edwards
Construction Engineer
Building

It is recommended that $8775 be approved for erosion control in the authorization of the subject project, based on the following computations:

39 acres of seeding @ $50/A	$1950
15 acres of mulching cuts @ $175/A	2625
24 acres of mulching fills @ $175/A	4200
	$8775.

No erosion control item was included in the engineer's estimate. Division Engineer Swift advises that this "survey was made a number of years ago before we were doing much erosion control. I consider seeding on this job a must."

Please return the attached computations.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
Enclose Computations

cc Mr. Forrest Cooper ✓
Mr. S. H. Probert
Mr. Dean Swift

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

FORM 230—50M—2-57—1476

F-102(2)

5372

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1958

SUBJECT: Right-of-way Acquisition:
The Dalles-Eightmile Section
The Dalles-California Hwy. No. 4
Wasco County

To: Mr. Forrest Cooper
OFFICE

As per your verbal request, Judge Hunt of Wasco County has been contacted regarding the above subject.

As of this date about half of the eighteen options have been signed and preliminary negotiations have been carried on with the remaining property owners. Judge Hunt said that unless unforeseen difficulties arise there is a good possibility of completing all negotiations about the last of February.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm

REFERRED TO
W.C.W.
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1957
FOR FILING

F 102 (-)

5372

October 22, 1957

Hon. James A. Hunt
County Judge
Wasco County
The Dalles, Oregon

Dear Judge Hunt:

In response to your telephone call, the only matter that I can give you of record wherein the State agrees to construct the The Dalles-Eightmile Creek Section of the The Dalles-California Highway is contained in the agreement entered into between Wasco County and the Oregon State Highway Commission under date of June 27, 1957. A copy of this agreement, I am quite certain, is in your official files.

I call to your particular attention the item "Things to be Done by State" on page 2, wherein subitem 1 reads as follows: "State, as soon as funds become available and County has obtained all necessary rights of way, shall prepare all plans and specifications, and shall, at its own cost either by contract or by its own forces, undertake the complete construction of said project referred to in paragraphs 2 and 3 under RECITALS." Attached to the agreement is the exhibit showing the section to be constructed by the State.

I am enclosing herewith excerpt from the Highway Commission minutes of June 27 which confirms the signing of the agreement and that the County would take back the old road when the new section is constructed and open for public travel.

I hope that this information is sufficient for your needs relative to the matter of the bonds. If there is anything more I can do in this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.
cc Mr. Cooper

EXCERPTS
from the
MINUTES
of the
STATE HIGHWAY COMMISSION
Re
WASCO COUNTY

The Dalles-California Highway

The Dalles-Eightmile Creek Section

Unbound Minutes
Page 1

Portland, Oregon
June 27, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queen's Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. McIver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Leonard I. Lindas, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Unbound Minutes
Page 43

The Engineer also presented an agreement with Wasco County concerning purchase of right of way for a revision of The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County. This matter, he recalled, had been discussed a number of times at previous Commission meetings and the County has now signed an agreement where by it will acquire all necessary right of way, pay for all stock passes and fencing in the construction of the new section, and has also agreed to take back as a county road the old section of The Dalles-California Highway when the new section is constructed and opened for public travel. Following his favorable recommendation, the Commission approved the agreement.

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FOR FILING
F-102(3)

5372

July 8, 1957

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wasco County a fully executed copy of a Throughway/Abandonment agreement between the State Highway Commission and Wasco County covering the The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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FOR FILING

F-102(3)

5372

Salem, Oregon
July 8, 1957

MISC. CONTRACTS and AGREEMENTS No.

Agenda Item 5-1

Thruway/Abandonment Agreement
The Dall s-Eightmile Section
The Dalles-California Highway
Wasco County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto is a conformed copy of an agreement with Wasco County covering the The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County.

One fully executed copy and one conformed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Wasco County Court.

Secretary

rn
Attach: 1

The original signed copy has been filed in our abandonment and retention files. A conformed copy has been sent to general files.

FORM 230—60M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1957

SUBJECT: State-County Agreement
The Dalles-Eightmile Section
The Dalles-California Highway No. 4
Wasco County

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of an agreement covering the subject named project.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

The above action was approved by the Highway Commission on April 19, 1957.

The county's tentative schedule is for right-of-way negotiations to be started in about sixty days and all negotiations completed and the deeds in the hands of the Highway Department by about July, 1958.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
R. L. Porter

NOTED
FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

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F-102(3.)

5372

June 21, 1957

Oregon State Highway Commission

Gentlemen:

On April 19, 1957, the Highway Commission authorized entering into an agreement with Wasco County re the purchase of right of way for The Dalles-Eightmile Creek Section of The Dalles-California Highway (US197) in Wasco County.

In order to formalize this matter, an agreement has been prepared by our Legal Department, which agreement was submitted to the Wasco County Court by our County and City Relations Division. The County Court has signed the agreement, and I now recommend to you that it be approved and signed by the Highway Commission. The agreement calls for all of the right of way to be acquired and paid for by Wasco County. If condemnation is necessary, the State is to acquire the property by exercise of the right of eminent domain, the County to pay the amount of the verdict and costs. Stock passes which are agreed upon as a right-of-way consideration will be constructed at the expense of the County. Right-of-way fences will be considered a part of the right-of-way cost to be assumed by the County. As a part of the transaction, Wasco County has also agreed to take back as a county road that portion of the existing The Dalles-California Highway which will be supplanted by the new location and which is indicated on the exhibit map attached to the agreement as Unit A.

Right-of-way descriptions have been prepared and turned over to the County, and the County has informed us that it will start negotiations with the property owners about August of 1957, with the completion date scheduled for the summer of 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Leonard I. Lindas
Mr. Tom Edwards
Mr. Clarence G. Swenson

FC:me fn

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FOR FILING

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F-102(3)

5372

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1957

SUBJECT: State-County Agreement
The Dalles-Eightmile Section
The Dalles-California Highway No. 4
Wasco County

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of an agreement covering the subject named project.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

The above action was approved by the Highway Commission on April 19, 1957.

The county's tentative schedule is for right-of-way negotiations to be started in about sixty days and all negotiations completed and the deeds in the hands of the Highway Department by about July, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
R. L. Porter

NOTED
G. S. PAXSON

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OFFICE OF
[illegible] ENGINEER

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FORM 530—20M—11-53—90224
FOR FILING

F-102(3)

5372

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 8, 1957

SUBJECT: The Dalles-Eight Mile Section
The Dalles-California Highway

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Co

In the matter of access points on The Dalles-Eight Mile Section of The Dalles-California Highway, right of way of which section Wasco County is preparing to purchase for the State. Please be advised that I went over this line with access in view, with Mr. Cozad, Right of Way Department and Mr. Jones, of the County and City Relations Department. Mr. Cozad again went over this line with Mr. Wilson of the Wasco County Court, and contacted each property owner to definitely locate each access point. The matter now rests with Wasco County and I understand the start of buying is contingent upon the sale of some of their bridge bonds.

I am returning this date hard copy detail map and cloth profile for this section and ask that the profile be printed and a copy furnished the Wasco County Court for their use in buying property.

DEAN SWIFT
Division Engineer

DS:me
cc to: Forrest Cooper
G. S. Paxson
C. G. Swenson
R. L. Porter

NOTED
FORREST COOPER

NOTED
G. S. PAXSON

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APR 9 1957
OREGON
STATE HIGHWAY COMMISSION

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APR 4 - 1957
FOR FILING

F-102 (2)

5372

April 3, 1957

Oregon State Highway Commission

Gentlemen:

You will recall that Wasco County has offered to acquire right of way for The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County. We are proceeding with the necessary details to put this plan into effect and in this connection request your approval of the survey, details of which are shown on the attached map.

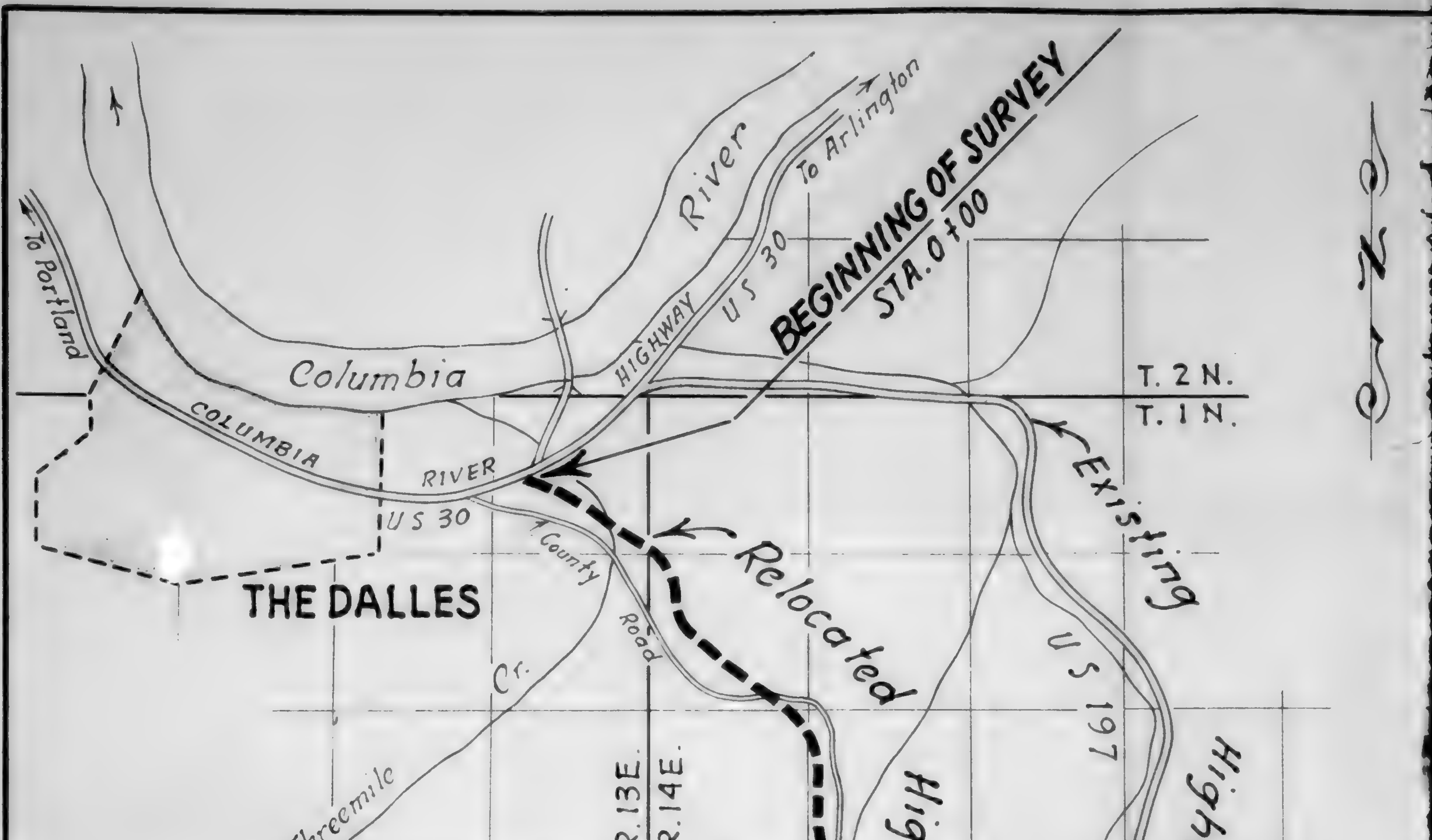
The matter will be on the agenda for your consideration at the meeting April 19, and it is requested that you approve the survey and grant authority for the acquisition of the right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me hi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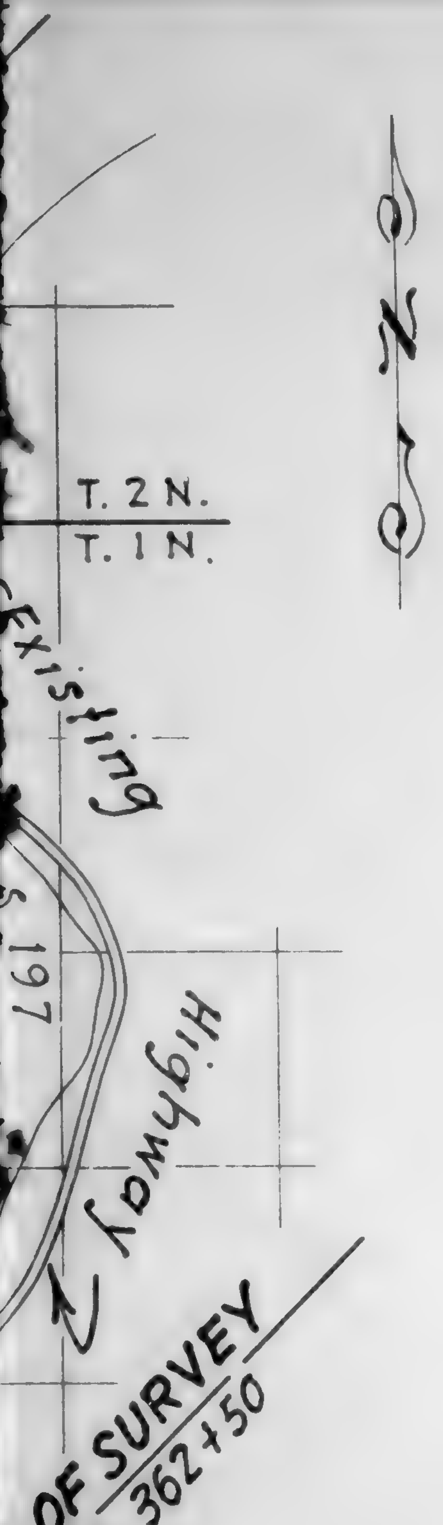
APPRO

DEPUTY STATE HIGHW

Date April 3

1R-5-567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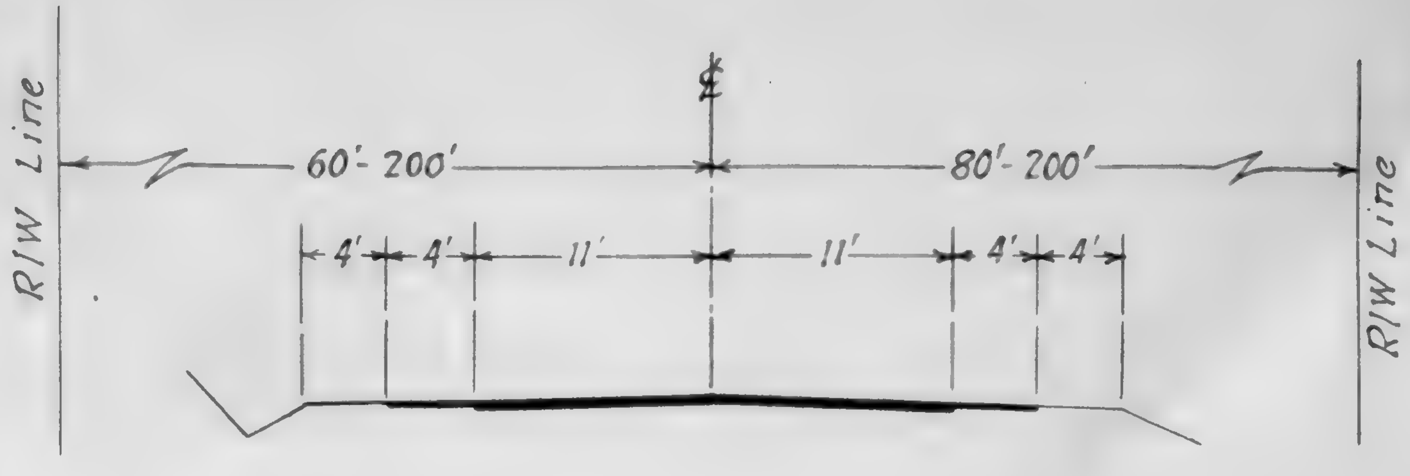
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Note: Climbing lane provided where necessary

TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

THE DALLES-EIGHTMILE CR. SECTION

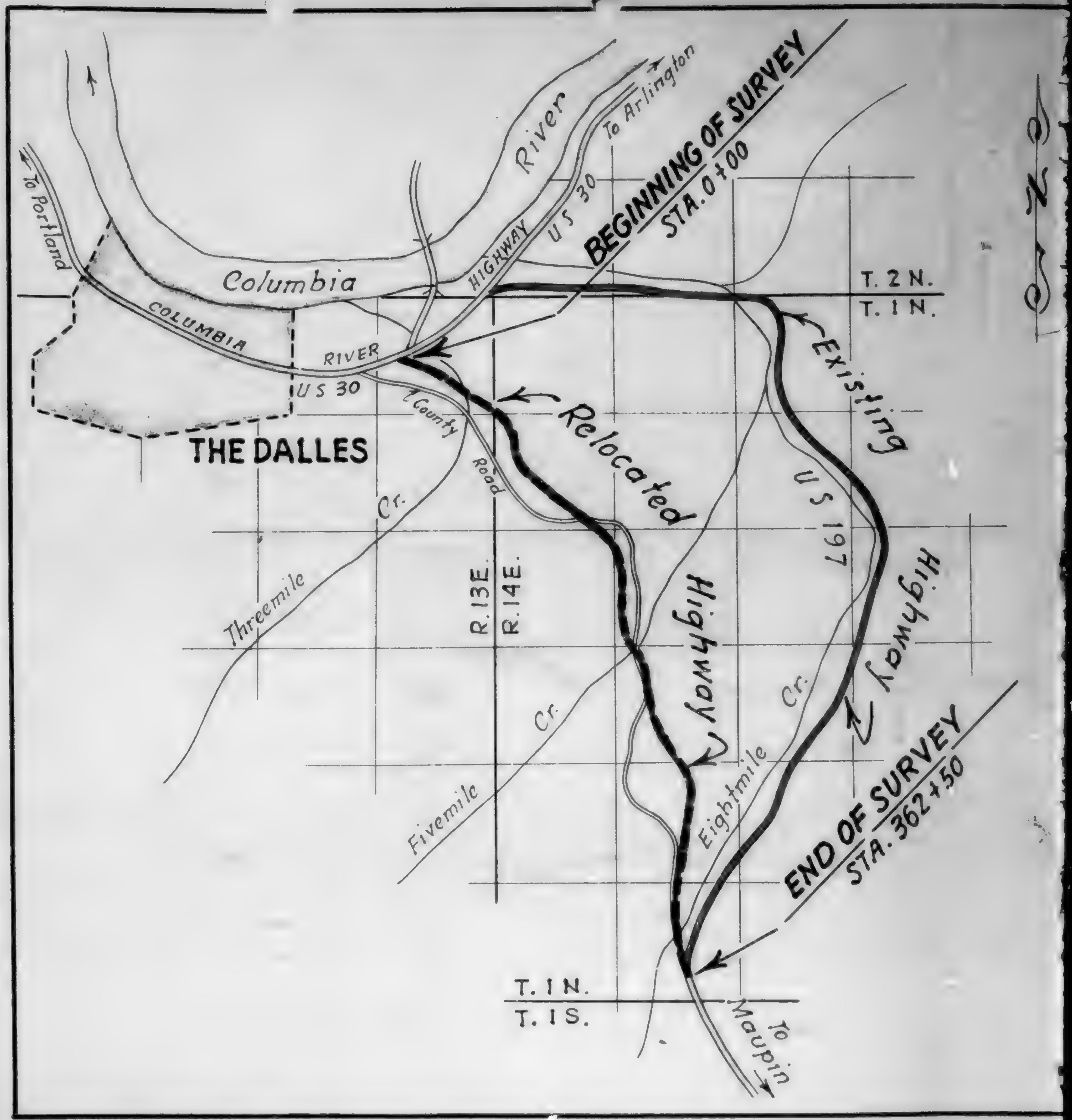
THE DALLES-CALIFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 1 Mile April, 1957

For details see Drg. No. 7B-21-1 & 7B-21-2

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date April 5, 1957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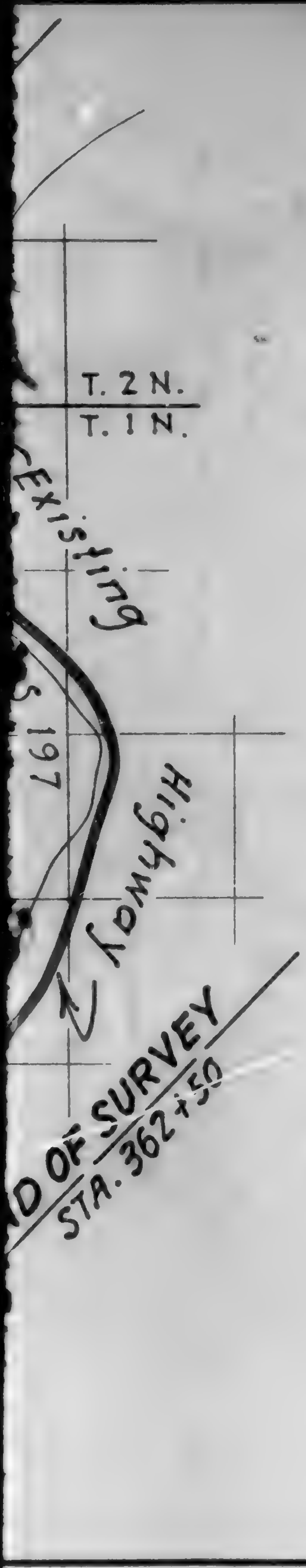
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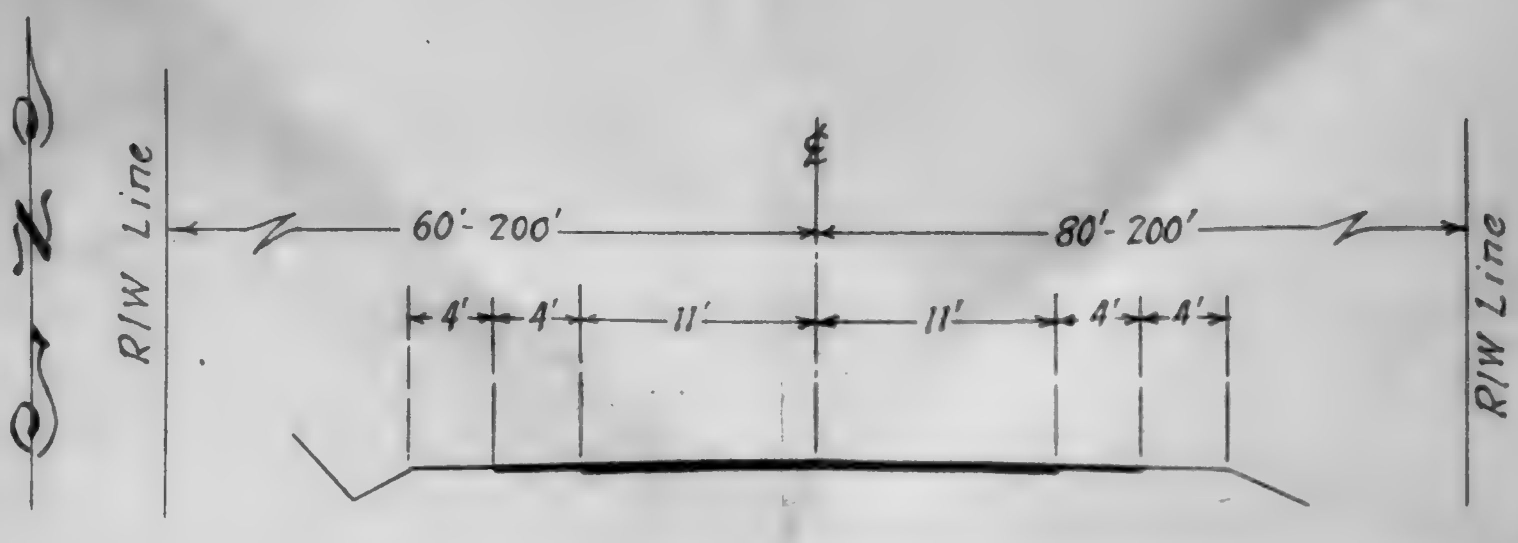
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60'-200'
80'-200'
4'
4'
11'
11'
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4'
R/W Line

Note: Climbing lane provided where necessary

TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

THE DALLES-EIGHTMILE CR. SECTION

THE DALLES-CALIFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 1 Mile July, 1954

EXHIBIT "A"

Salem Oregon
April 2, 1957

Request for Preparation of Agreement:
The Dalles-Eightmile Section
The Dalles-California Highway
Wasco County

Mr. Robert C. May, Jr.
OFFICE

The State Highway Commission and Wasco County have mutually agreed that the County is to acquire the right-of-way in connection with the subject named section of highway. In order that there may be no future misunderstanding it is requested that an agreement be prepared covering the following points:

THINGS TO BE DONE BY STATE

1. State is to prepare and furnish to County all necessary right-of-way option forms needed for acquisition of right-of-way in connection with the project.

2. State shall, in the event County is unable to acquire right of way by direct negotiations, carry out condemnation proceedings. State is to pay for all costs that may be incurred except as hereinafter set forth in paragraph 1 under THINGS TO BE DONE BY COUNTY.

3. State shall, as soon as funds become available, construct said project on a route following the location shown colored in green on the attached Exhibit "A."

4. State shall designate points of access to the relocated highway and said points of access shall so be stated in the right-of-way option forms, and no additional points of access will be granted by County during right-of-way negotiations without prior approval of State.

THINGS TO BE DONE BY COUNTY

1. County shall at its sole expense acquire all required right-of way for the relocated highway except that in the event of condemnation proceedings, County will pay defendant's attorney fees and interest, if such costs are incurred, and the amount of the verdict.

2. County, upon execution of this agreement consents to the provisions as described and set forth in paragraph 4 under THINGS TO BE DONE BY STATE.

3. County shall obtain all deeds in the name of the State, and grantors are to pay for all title insurance.

4. County shall pay the entire cost of all structures and other items agreed to in the right-of-way options.

5. County shall assume maintenance of and jurisdiction over that portion of the existing The Dalles-California Highway when the relocated section of said highway has been constructed and opened to public travel. Said portion of highway is shown colored in red on the attached Exhibit "A."

Please prepare seven copies of the agreement in addition to any required by the Legal Division. Copies of Exhibit "A" will be furnished by the County and City Relations Division.

Forrest Cooper
Deputy State Highway Engineer

CGS:mm
Att.

cc: C. G. Swenson

FORM E-30X—37,500—[illegible]

F-103(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5372

Salem, Oregon
March 19th, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

L

We are forwarding you this date the map and profile of the The Dalles-Eightmile Section of U.S. #197. Copy of a letter from Mr. Cooper is attached concerning the necessity of intelligent and equitable location of access points.

Would you please go over this with someone from the Right of Way Division and someone from Mr. Swenson's office. I request that you arrange the details of time and place of meeting etc. and further request that the matter be expedited.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

NOTED
G. S. PAXSON

cc to: Forrest Cooper
G. S. Paxson
C. G. Swenson
R. L. Porter

RECEIVED
MAR 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 18, 1957

Mr. Tom Edwards
Construction Engineer
Department

On February 15, 1957 I directed a letter to Clarence Swenson, instructing him to prepare and have executed an agreement with Wasco County covering the purchase of the right of way for The Dalles-Eightmile Creek Section of US197.

Mr. Swenson has apparently dragged his feet on this matter, awaiting receipt of the right-of-way descriptions. Investigation discloses that the whole matter has bogged down on the location of the access points. Please immediately have some competent person, preferably accompanied by someone from the Right of Way Department, take a map and profile of the line and locate the access points and farm crossings necessary. It will be necessary to contact owners and work out something that is mutually acceptable, if possible. It is not intended that this be a routine check with the owners to find out where they wish access points. Reasonable engineering should be applied to the matter to limit the points to as few as possible and to locate them at safe points. The facility is to be built as an expressway, with reasonable access allowed. It is not intended that we restrict the use of granted access points.

Will you please take appropriate action.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. G. S. Paxson
Mr. Clarence Swenson
Mr. R. L. Porter

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MAR 6 1957
FOR FILING

F-102(3)

5-72

Salem, Oregon
February 15, 1957

Mr. Clarence Swanson
County and City Relations Engineer

As you know, the County Court of Wasco County has agreed to acquire right of way for The Dalles-Eightmile Creek Section of US197. In order that there may be no future misunderstanding, an agreement covering this should be prepared, which agreement should then be signed by the County and the Highway Commission.

Will you please take the necessary steps to get a signed agreement covering this. The agreement should clearly delineate the positions of the County and the State in this matter, with which, I believe, you are reasonably familiar. In addition to the necessary language to spell out what is to be done, the agreement should clarify the access control provisions which will be incorporated in the right-of-way purchase. The restrictions on this particular section will not be severe, as we will not limit the use of granted access points; however, it will be necessary for us to delineate the points of access that are to be granted and the agreement should so specify. Details will not be necessary in the agreement, other than language stating what I have said in this connection.

For your information, and for the information of the county officials should they ask, it will probably be necessary to have one of our engineers go over the line in detail and work out the problem of access with the property owners involved. This can be done as soon as we are ready to turn the right-of-way descriptions over to the County. In those cases where the County is unable to acquire the right of way by direct negotiation, the agreement should specify that the State will handle condemnation proceedings, with the County paying the bill.

If you have any questions, please discuss the matter with me.

Forrest Cooper

FC:me
cc Mr. G. S. Paxson
Mr. R. L. Porter

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1957

SUBJECT: The Dalles-Eightmile
Creek Section, F.A. 197

To: Mr. Tom Edwards
Construction Engineer

Descriptions on the above named project have been turned over to Geo. Le Tourneaux for checking and preparation of R/W map.

These are to be turned over to County and City Relations after checking as per Mr. Cooper's letter.

D J Barber
D. J. Barber
Ass't. Construction Engineer

DJB:ar

cc - Geo. Le Tourneaux
Clarence Swenson

To Cooper

NOTED
FORREST COOPER

R

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JAN 2 - 1957
FOR FILING

F-102(3)

5372

Salem, Oregon
December 26, 1956

The Dalles-Eightmile
Creek Section, US197

Mr. Tom Edwards
Construction Engineer

Please have option forms and right-of-way maps prepared immediately on The Dalles-Eightmile Creek Section of US197 in Wasco County. The County has agreed to acquire this right of way by direct negotiation where possible and to pay the cost of acquisition by eminent domain where agreements cannot be reached. Condemnation proceedings would have to be undertaken by the State, with the County paying the bill.

The above data should be handed to County and City Relations Engineer Swenson for transmittal to the County.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Clarence Swenson

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SEP 13 1956
FOR FILING

F-102(3)

5372

Salem, Oregon
September 4, 1956

Right of way,
The Dalles-Eightmile Creek
Section

Mr. John W. Cattrall
County and City Relations Engineer

A year or two ago, when the late Ward Webber was County Judge of Wasco County, the County made an offer to acquire the right of way for The Dalles-Eightmile Creek Section of The Dalles-California Highway if the Highway Commission would proceed with construction.

Will you please contact the County and see whether it is still interested in a cooperative project. I believe that the right of way at that time was estimated to cost $120,000; therefore, the County should be approached on the basis of contributing $120,000. Do not make any promises or commitments, but merely find out whether the County would be willing to go along on this basis if the Commission were willing to include the project in the program sometime within the next five years.

Please discuss this with me before you see the Court.

Forrest Cooper
Acting State Highway Engineer

FC:me

RECEIVED
JUL 20 1956
FOR FILING
F-102(3)
5372

July 19, 1956

Honorable Katherine Musa
512 W. 6th
The Dalles, Oregon

Dear Mrs. Musa:

I am pleased to reply to your letter of July 15 having reference to possibility of improvement and betterment of US197. I was not in attendance at the last meeting of the State Highway Commission, so I do not know exactly what the Highway Commission told The Dalles Chamber of Commerce. However, Mr. W. C. Williams, Deputy State Highway Engineer, who represented me at the meeting, states that the Highway Commission did not tell The Dalles delegation that there were no funds available in the foreseeable future for the improvement between The Dalles and Eightmile Creek, but rather that the Commission advised the delegation that it was studying a new construction program and this project was being considered among others state-wide. What the Commission did not do was make a definite commitment as to whether it would or would not improve The Dalles-Eightmile Creek Section in the near future.

In reference to the conference during the last legislative session between you, Mr. Elfstrom, and I, I do recall making the statement that I considered the improvement of The Dalles-Eightmile Creek Section vital, but did not say that it should be given preference over improvement of US97 north of the junction. I told you that there would be sufficient interstate funds to complete US99 and US30, which, of course, meant within the 13-year period for which the interstate funds are to be made available. I further stated that all primary noninterstate funds would be used on primary roads other than the interstate system, meaning that we would use no funds on the interstate system except those specifically earmarked by Congress for these roads. All noninterstate funds made available by Congress will be used on the State's primary, urban, and secondary portions of the state highway system, and the funds will be allocated according to formula to each of the five divisions of the state. The Commission will attempt to program these funds in the most equitable manner possible.

It should be borne in mind that while there has been a very large apportionment of interstate funds, it will still take 13 years to complete this system, and, with the much smaller amount of funds allocated to the noninterstate system, it will take a much longer period than 13 years to bring this system to a satisfactory standard. I am sure the Highway Commission will make a decision on the allocation of funds to The Dalles-Eightmile Creek Section of US197 presently.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Honorable Robert L. Elfstrom
Mr. H. B. Glaisyer
Mr. W. C. Williams

WCWLme fn

KATHERINE MUSA
REPRESENTATIVE, 21ST DISTRICT
THE DALLES, OREGON

COMMITTEES:
MEMBER: LOCAL GOVERNMENT
SOCIAL WELFARE
ALCOHOLIC CONTROL

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

The Dalles, Oregon
July 15, 1956

NOTED
W. C. WILLIAMS

Honorable R. H. Baldock
State Highway Engineer
Salem, Oregon

My Dear Mr. Baldock:

Enclosed herewith is news item from today's The Dalles Chronicle mentioning, among other things, that the State Highway Department informed a delegation of representatives from The Dalles civic and commerical interests the Oregon Highway Commission has no foreseeable funds available for the improvement and betterment of U. S. Highway No 197.

This is quite a disappointment, as well as a suprise to me. I recall viviidly the conversation you~~r~~, Mr. Ellfstrom and I had a little over a year ago at the luncheon Confernece the three of us had shortly before the adjoumnment of the 1955 Leigislative session. At that time you advised me if the Federal Highway Bill would become law that the Highway Commission would have sufficient funds available for inter-state highways; it would be possible (and it would be your reccommendation) to use Oregon funds for improvement of secondary highways. Then, you~~r~~ suggested, this work could well be done. You also mentioned it was your opinion this improvement was vital; and had local interests in The Dalles previously indicated thier interest the improvement of U.S. No. 197 would have had preference over the improvement of U. S. No. 97.

Your courtesy would be appreciated in advising me what has happened since I talked with you that causes the change in opinion of your department toward the long overdue improvement of U.S. Highway No. 197.

Cordially yours,

Katherine Musa

Katherine Musa
State Representative

CC to:
Hon. Mr. Ellfstrom
Enclosure: as stated

RECEIVED
JUL 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

7-15-56

State Has No Funds Available For Dalles-California Projects

Delegations from The Dalles and elsewhere were unable to obtain commitments for a share of new federal aid moneys for highway projects when they met Friday in Portland with the Oregon Highway Commission.

The group presented the case for improvement of The Dalles-California highway, including realignment of the upper end using much of the route followed by the old Dufur road.

Rupert Kennedy, president of The Dalles Chamber of Commerce and a member of the delegation, said Wasco County Judge Fred Mauser served as floor leader as joint committees from Wasco, Sherman and Gilliam counties presented their cases.

Most of the funds available under new federal highway aid legislation will be going to U. S. highway 30 and U. S. highway 99 with comparatively little going to non-interestate highways, according to the decision of the commission.

Kennedy said the state had previously given high priority to construction of the section of highway from The Dalles bridge to Eight Mile creek following the general route of the old Dufur road.

Deputy Engineer W. C. Williams told the delegations the budget for non-interstate routes in 1958 would be $21,417,000 and that it would go to $22,046,000 in 1959 and remain at that level through 1969. He pointed out that the extensive building programs of the past five years had been financed by Oregon's own $72 million bond issue.

With the aid of federal funds, the state's highway construction budgets for the next 13 years will total $674,771,000, Williams said.

In other business, the commission indicated a favorable interest in proposals for a new link between Hillsboro and the Sunset highway but took no action. Williams said the proposed route would have to be four-lane to handle an expected 6000 cars daily and would cost about $3 million.

THE DALLES CHRONICLE, Sunday, July 15, 1956

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FOR FILING

F-102 (3)

5372

July 2, 1956

Oregon State Highway Commission

Gentlemen:

I wish to call your attention to an error on page 7 of the tentative five-year program previously furnished to you. On page 8, the first item, The Dalles-California Highway Unit of The Dalles-Eightmile Creek Section, indicates a mileage of 2.13. This mileage should be 6.87. Likewise, as per separate letter to you today, the estimated cost is now $1,750,000, instead of $1,650,000.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:mm

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JUL 3 1956
FOR FILING

F 102 (3)

5372

July 2, 1956

Oregon State Highway Commission

Gentlemen:

At the next meeting a delegation from Wasco County will appear before you relative to relocation of The Dalles-California Highway southerly from the Columbia River bridge at The Dalles to a connection with the existing highway near Eightmile Creek, a distance of slightly less than seven miles. I have previously sent to you a map of a reconnaissance survey for US 197 southerly from The Dalles, and on this map there was indicated, as section [illegible], the improvement being requested. The estimated cost was indicated as $1,75[illegible],000 on the reconnaissance map. You will note that this is $1[illegible],000 more than the estimated cost of the project as it appears in the tentative five-year program furnished to you. This is by reason of the fact that there has been a definite rise in contractual prices and the last estimate submitted is in line with such cost increase.

As you well know, this improvement has been requested for several years, but I specifically wish to bring to your attention the fact that Wasco County is on record as stating that it could furnish the right of way. I attach hereto excerpts from Highway Commission meetings, one being under date of January 22, 1953, in which you will note a portion of the final sentence reads as follows: "....Judge Webber gave as his feeling that Wasco County will be able to finance purchase of all right of way that may be needed for this project." The second excerpt, from the Commission minutes of October 3[illegible], 1953, carries the following wording: "Commissioner Reynolds also mentioned that Wasco County has $35[illegible],000 available to purchase right of way for a road down Eightmile Creek to The Dalles Bridge if that road is to be built within the next two years...."

While we have tentatively agreed in the five-year program on the construction of this project, it, of course, has no official approval, as you have taken no action thereon. Further, should you approve it as a part of the five-year program, I question whether it could be given priority within the first two years. However, should it be your intention to approve the project, I think we should first ask the County to fulfill its commitment of acquiring the right of way and make no plans for contracting the project until all the right of way is acquired.

In the event that you may decide to approve the project so that the County could acquire the right of way, I enclose herewith a survey approval map with the recommendation that you approve the same if you decide to go ahead with the project.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:me

Enclosure

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

June 20, 1956

Mr. W. S. Nelson, Manager
The Dalles Chamber of Commerce
The Dalles, Oregon

Dear Mr. Nelson:

Just received is your letter of June 19 in which you request in behalf of the Wasco County Court and The Dalles Chamber of Commerce an appointment with the State Highway Commission at its next meeting to discuss a reconnaissance survey and study for modernization of Highway US 197 southerly from a point near Eight Mile Creek, and also to discuss the need for early construction of the section of this highway northerly from Eight Mile Creek to The Dalles Bridge over the Columbia River. I acknowledge also a joint resolution, in duplicate, adopted by the County Court and the Chamber of Commerce on the same subjects.

The next regular meeting of the State Highway Commission is scheduled to be held in Portland on Thursday and Friday, July 12 and 13, 1956. The meeting place is in the Queens Room in the basement of the Imperial Hotel. Delegations will be heard on the second day, Friday the 13th, on which day I have reserved for the convenience of your group fifteen minutes of time starting at 2:15 p. m., which I trust is satisfactory.

I appreciate your sending me the resolution, copies of which I shall send to the members of the Highway Commission for their advance information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Hon. F. G. Mauser, County Judge
Wasco County Courthouse
The Dalles, Oregon

Mr. R. W. Kennedy, President
The Dalles Chamber of Commerce
The Dalles, Oregon

Commissioners
R. H. Baldock & W. C. Williams

THE DALLES CHAMBER OF COMMERCE

The Dalles, Oregon

[illegible] 7/13/56

June 19, 1956

AGENDA
JUL 13 1956
D

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

With this letter is transmitted copy of Joint Resolution of Wasco County Court and The Dalles Chamber of Commerce, requesting a reconnaissance survey and study for modernization of Highway U.S. 197, beginning at a point near Eight Mile Creek and extending southward.

The Resolution is sent in advance so that you may be informed on the action taken by the bodies therein named.

A delegation headed by Judge F. G. Mauser, Wasco County Court, and R. W. Kennedy, President of The Dalles Chamber of Commerce, desire to appear and supplement the Resolution with oral statements, which will extend the need and justification for the requested survey, and also to comment on the need for early construction of the section of U.S. 197 from The Dalles Bridge to Eight Mile Creek, surveys of which have been completed by the Highway Department.

Shall appreciate it if you will indicate date and time allotted for the appearance, at the next meeting of the Highway Commission.

Very truly yours,

W. S. Nelson
W. S. Nelson
Manager

H. B. GLAISYER

cc: Judge Mauser
R. W. Kennedy
Don Williams
T. T. Mackenzie

2:[illegible] P.M.
July 13, '56

RECEIVED
JUN 20 1956
OREGON
STATE HIGHWAY COMMISSION

I

JOINT RESOLUTION
By
COUNTY COURT, WASCO COUNTY, OREGON
and
THE DALLES CHAMBER OF COMMERCE

WHEREAS, U.S. 197, for its entire distance of 98 miles, between U.S. 30 at The Dalles, and its intersection with U.S. 97, has reached an advanced stage of obsolescence since its construction thirty-five years ago, and

WHEREAS, its great number of adverse and dangerous curves, its excessive rise and decline of grades, in combination with sub-standard roadbed and surfacing throughout its entire reach, have reduced this route far below usable and safe standards, resulting in non-use, to a large degree, by through transport traffic and the diversion of passenger vehicle traffic in considerable volume to other routes, and

WHEREAS, construction by Wasco County of a modern highway bridge across the Columbia River, facilitating flow of traffic north and south, has enhanced the importance of U.S. 197, in the State and Federal System, as a north-south artery, and

WHEREAS, a portion of the route, The Dalles to Eight Mile, is now being considered for relocation and modernization to proper standards,

THEREFORE, BE IT RESOLVED by the County Court of Wasco County, Oregon, and The Dalles Chamber of Commerce, that the Oregon Highway Commission be respectfully requested to initiate and conduct a reconnaissance survey and study of the entire area traversed by U.S. 197 southward, from a point beginning at Eight Mile Creek, with a view to its modernization to proper standards and its restoration as an essential route in the State and Federal Highway system, and

BE IT FURTHER RESOLVED that this request be promptly transmitted to the Oregon Highway Commission for its consideration at its next regular session.

Adopted June 19, 1956 and transmitted to the Oregon Highway Commission by the County Court of Wasco County and the Board of Directors of The Dalles Chamber of Commerce.

COUNTY COURT OF WASCO COUNTY

F. G. Mauser, County Judge

THE DALLES CHAMBER OF COMMERCE

E. Don Williams, Chairman
Highways Committee

JOINT RESOLUTION
By
COUNTY COURT, WASCO COUNTY, OREGON
and
THE DALLES CHAMBER OF COMMERCE

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COUNTY COURT OF WASCO COUNTY

F. G. Mauser, County Judge

THE DALLES CHAMBER OF COMMERCE

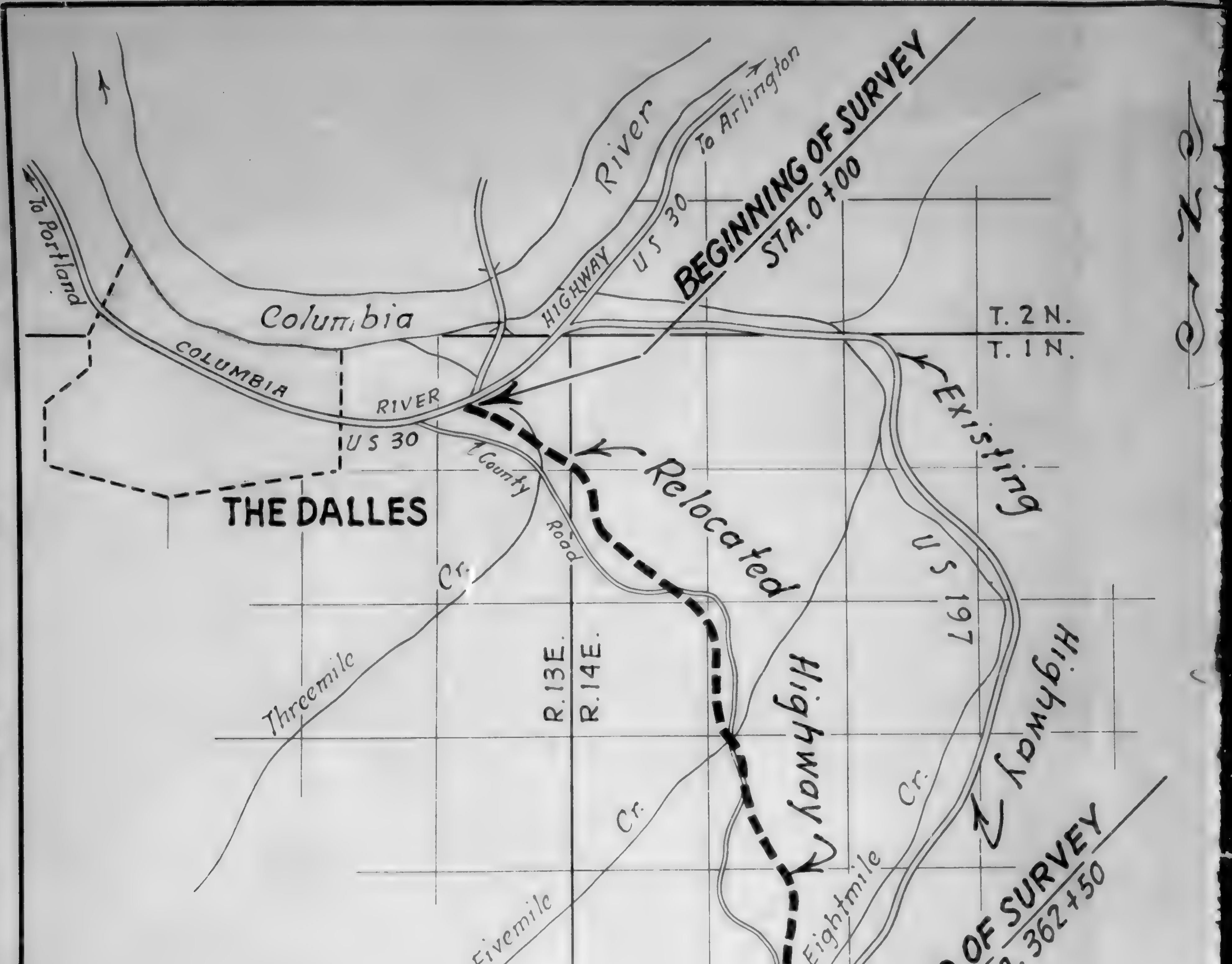
E. Don Williams, Chairman
Highways Committee

EXCERPT FROM MINUTES OF THE MEETING OF
THE HIGHWAY COMMISSION OF JANUARY 22, 1953

County Judge Ward R. Webber, Wasco County, appeared before the Commission regarding the rerouting of the northerly end of The Dalles-California Highway so as to make a better connection with the Columbia River Bridge that is under construction at The Dalles. Judge Webber advised that their new bridge is well underway, and they expect to have it completed by November of this year. He inquired as to the funds the Commission may have to finance the proposed connection, and he suggested if no funds are available, the transfer of funds set up for improvement of the Cow Canyon Section of US97. He mentioned that the County is in a position where it is planning its finances and any information the Commission can give will be appreciated. He was informed by Chairman Chandler that the Commission has provided no monies in its construction program for the proposed cutoff, but will give some thought to Judge Webber's suggestion that the money set up for the Cow Canyon Project ($1,000,000) be transferred. Anyway the Commission will have to wait until it is known what the Legislature is going to do about highway funds. In conclusion, Judge Webber gave as his feeling that Wasco County will be able to finance purchase of all right of way that may be needed for this project.

EXCERPT FROM MINUTES OF THE MEETING OF THE HIGHWAY COMMISSION OF OCTOBER 30, 1953

Commissioner Reynolds stated that plans are being made to hold dedication ceremonies for The Dalles Bridge on December 18 and that invitations will be sent out in the near future. Commissioner Reynolds also mentioned that Wasco County has $50,000 available to purchase right of way for a road down Eightmile Creek to The Dalles Bridge if that road is to be built within the next two years, otherwise the county will spend the money elsewhere. The Commission declared that it does not intend to build the road within that time limit so the county can spend its money as it deems best. Commissioner Reynolds stated that he will inform the County Court of the action taken.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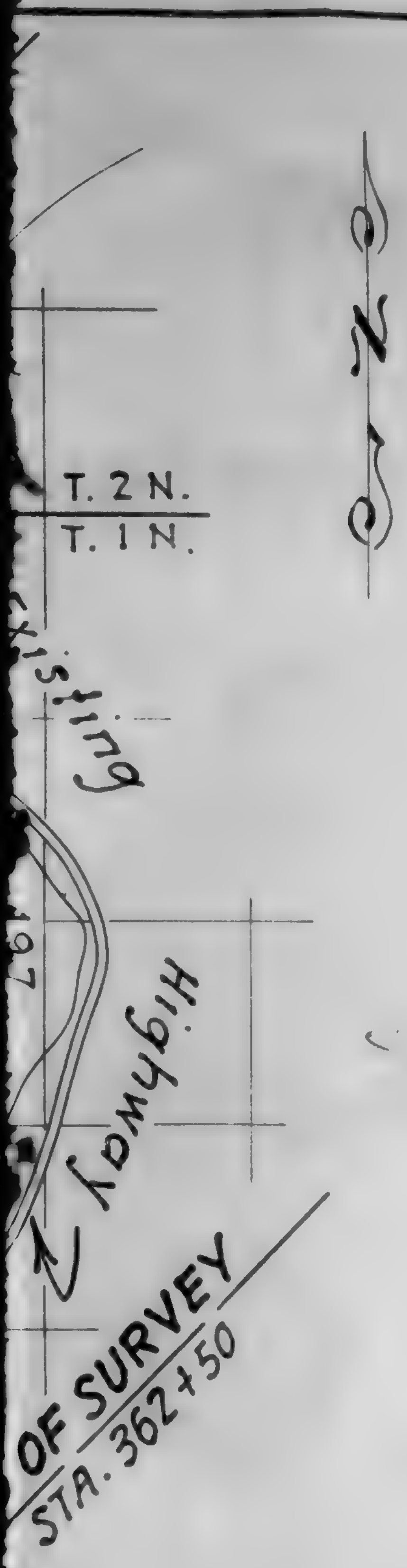
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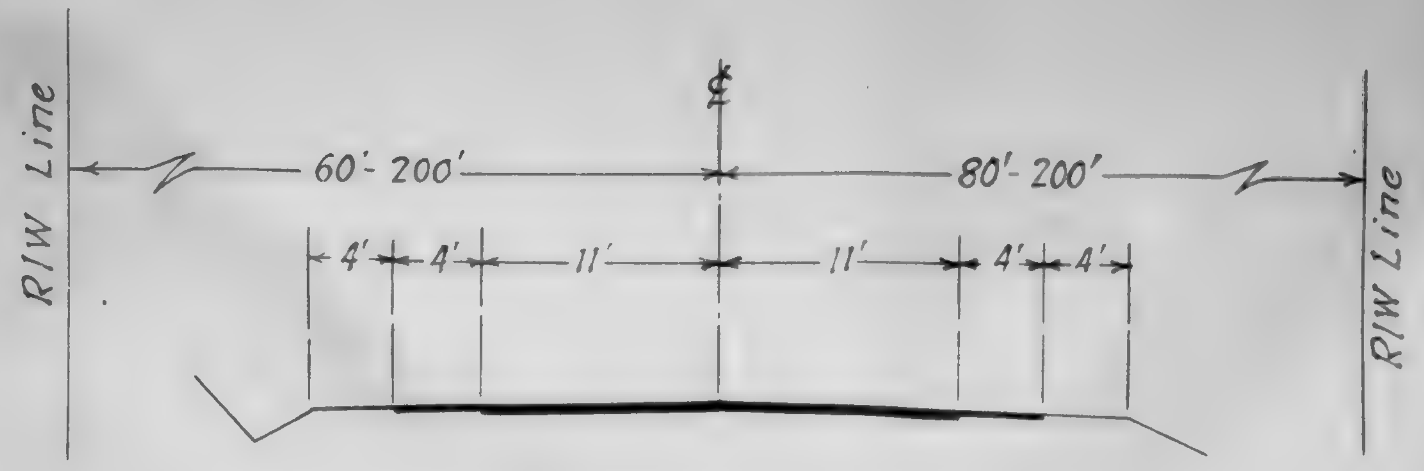
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60'-200'
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11'
11'
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4'
R/W Line

Note: Climbing lane provided where necessary

TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-29-56

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

THE DALLES-EIGHTMILE CR. SECTION

THE DALLES-CALIFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 1 Mile July, 1954

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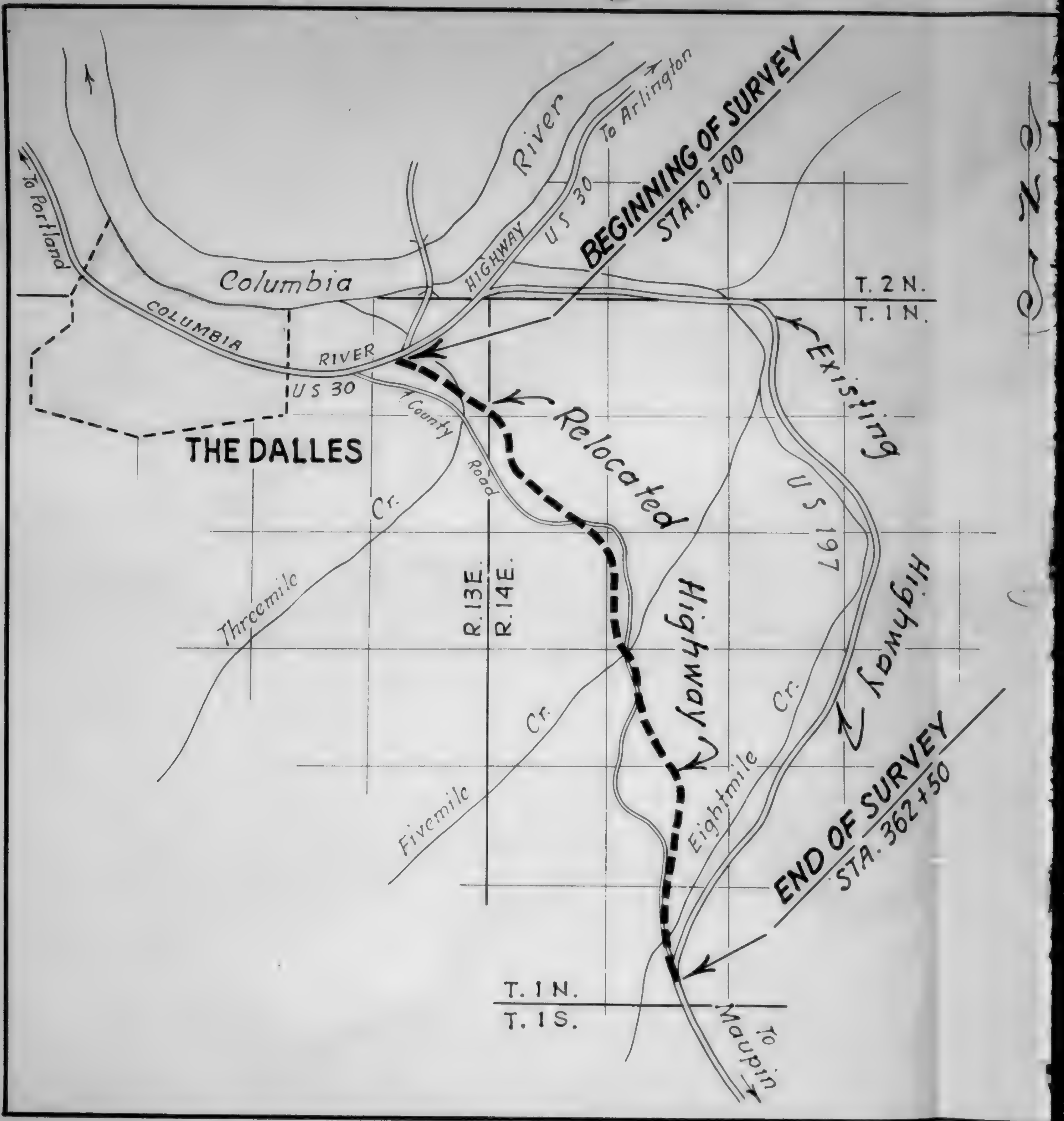
To Portland
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HIGHWAY
US 30
To Arlington
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STA. 0+00
COLUMBIA
RIVER
US 30
County
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THE DALLES
Relocated
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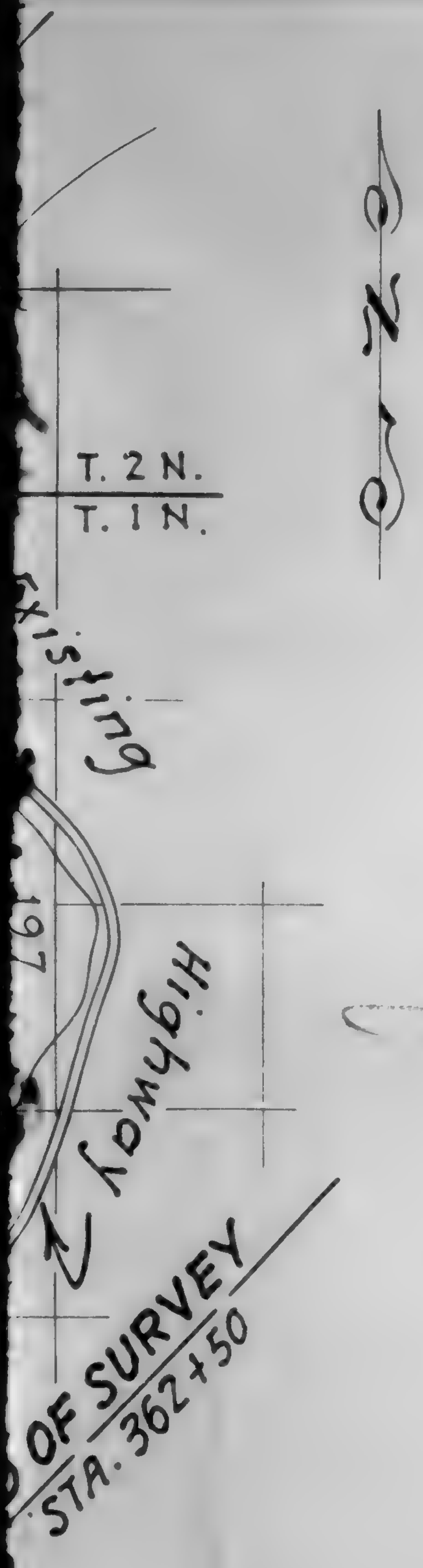
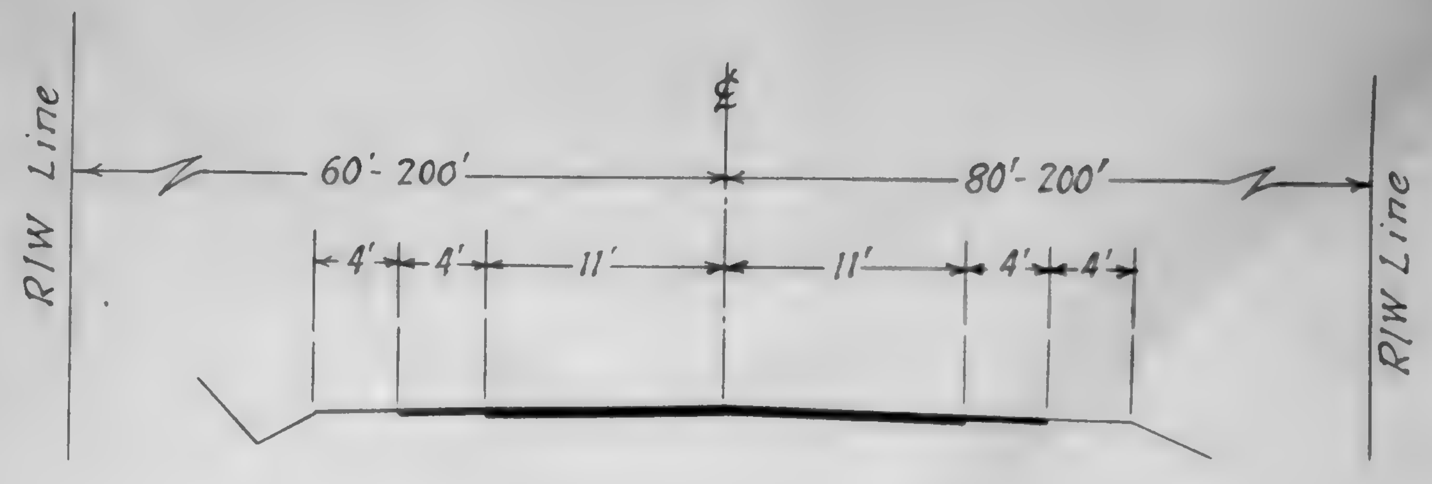
1R-5-567


T. 2 N.
T. 1 N.
Existing Highway 197
OF SURVEY
STA. 362+50


R/W Line
℄
60'-200'
80'-200'
4'
4'
11'
11'
4'
4'
R/W Line

Note: Climbing lane provided where necessary

TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-29-56

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

THE DALLES-EIGHTMILE CR. SECTION

THE DALLES-CALIFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 1 Mile July, 1954

DS-404(1) Eagle Creek Bridge 1958
#5373

DS-404(1) Eagle Creek Bridge 1958
#5373

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7/21/60	cs 623		501-1034-297

NOTED
H. S. COX

NOTED
C. G SWENSON

INVOICE NUMBER
65760

Baker County
Baker, Oregon

Attn: County Court

Contract 5373
DS-4nd (1)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Eagle Creek Bridge, FAS 511, covered by agreement dated 10/14/58			
Original advance deposit	$27,800.00		
Less amount previously transferred	12,800.00		
Balance in advance deposit			$15,000.00
County share total costs as per attached statement	$25,347.84		
Less amount previously transferred	12,800.00		
Balance			12,547.84
To be retained			$ 2,452.16

RECEIVED
JUL [illegible] 1960
ENGINEER
COUNTY & [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $__________

By __________

A 150X (REVISED 5-60)

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

January 14, 1960

Baker County Court
Courthouse
Baker, Oregon

NOTED
V R JONES

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Eagle Creek Bridge on FAS 511. As shown in the attached cost statement, a refund of $2,452.16 is due the County in connection with this project.

In accordance with your previous request, this refund will be retained and applied towards the deposit required for future FAS projects. This refund, when added to the $16,000 already on hand, makes a total of $18,452.16 available for the County's share of other projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed 9/24/59
ITEMIZED STATEMENT OF FINAL COSTS

County Baker
Contract No. 5373
Date 1/4/60

FAS 511
Section Eagle Creek Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$43,719.31
Construction engineering				3,478.53
TOTAL CONSTRUCTION COSTS				$47,197.84

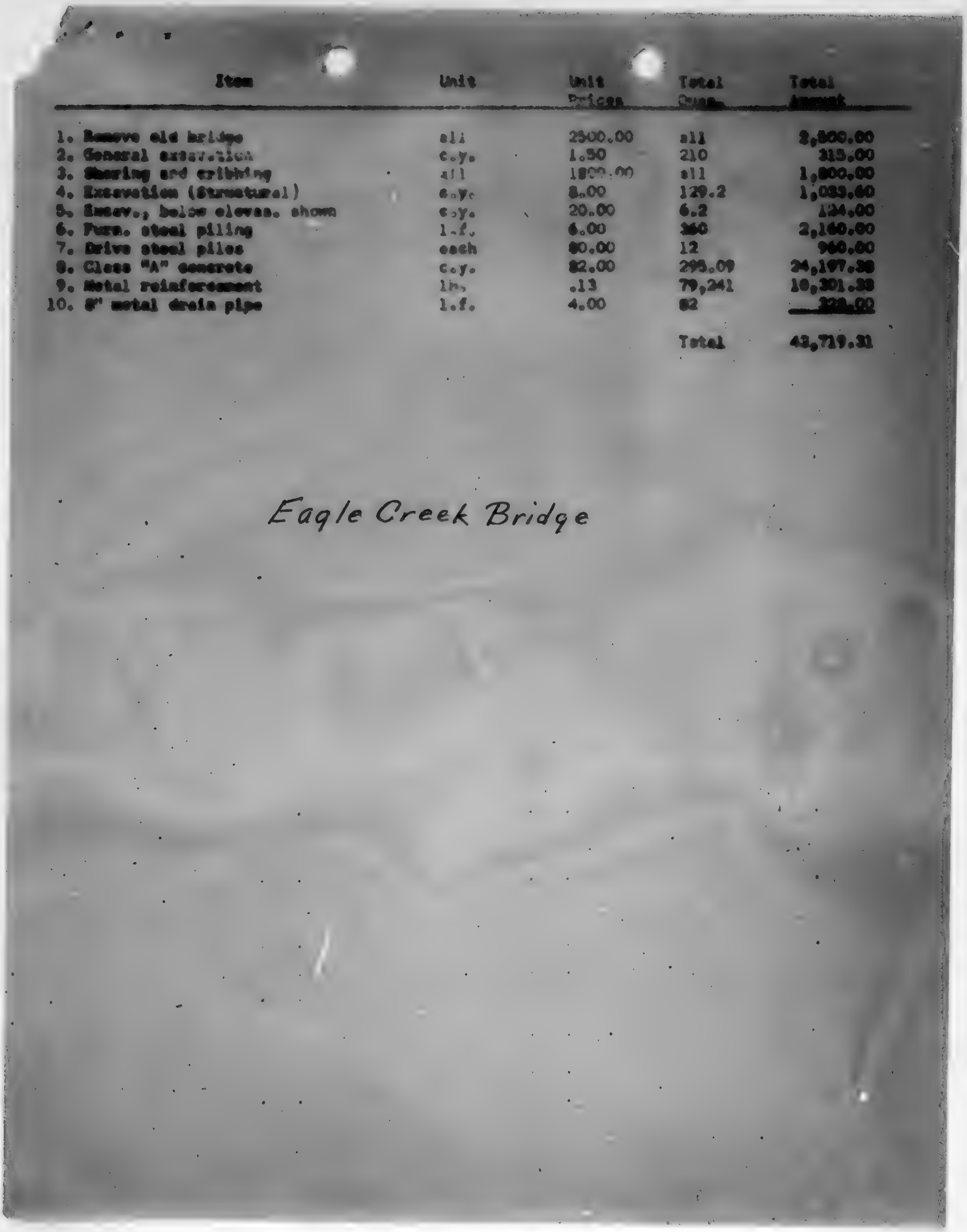
FEDERAL FUNDS COLLECTED FOR PROJECT
"DJ" Funds $17,100
"LS" Funds 3,600
Total = $20,700.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all over $23,000 $47,197.84 - $23,000	$24,197.84
50% of difference between $23,000 and federal funds ($23,000 - $20,700) X 1/2	1,150.00
Total	$25,347.84

County Advance Deposit	$27,500.00
Less County Share	25,347.84
REFUND DUE COUNTY.....	$ 2,152.16

JPH:em



Item	Unit	Unit Prices	Total Quan.	Total Amount
1. Remove old bridge	all	2500.00	all	2,500.00
2. General excavation	c.y.	1.50	210	315.00
3. Shoring and cribbing	all	1800.00	all	1,800.00
4. Excavation (Structural)	c.y.	8.00	129.2	1,033.60
5. Excav., below elevas. shown	c.y.	20.00	6.2	124.00
6. Furn. steel piling	l.f.	6.00	360	2,160.00
7. Drive steel piles	each	80.00	12	960.00
8. Class "A" concrete	c.y.	82.00	295.09	24,197.38
9. Metal reinforcement	lbs.	.13	79,241	10,301.33
10. 8" metal drain pipe	l.f.	4.00	82	328.00
			Total	43,719.31

Eagle Creek Bridge

RECEIVED
OCT - 5 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 30, 1959

Ds 4040(1)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5373
(VOUCHER NO.)

5 Final
(WARRANT NO.)

Bechtel Brothers
(AMOUNT)
(DATE)

23900

54914

$4,076.54

9/28/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from May 1, 1959
Time Extensions: None of record
Completion Date: August 10, 1959
Date Accepted: September 24, 1959
Penalties: None of record
Claims: None of record
Remarks:

Date: October 1, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 1 1959

NOTED ON CARD

RECEIVED
SEP 18 1959
FOR FILING

A

September 17, 1959

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5373 for construction of the Eagle Creek Bridge on the Richland-South Road (FAS 511) in Baker County was completed by the contractor, Bechtel Brothers, on August 10, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,076.54 will be released to the contractor after acceptance by the Commission. The total contract amount is $43,719.31, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

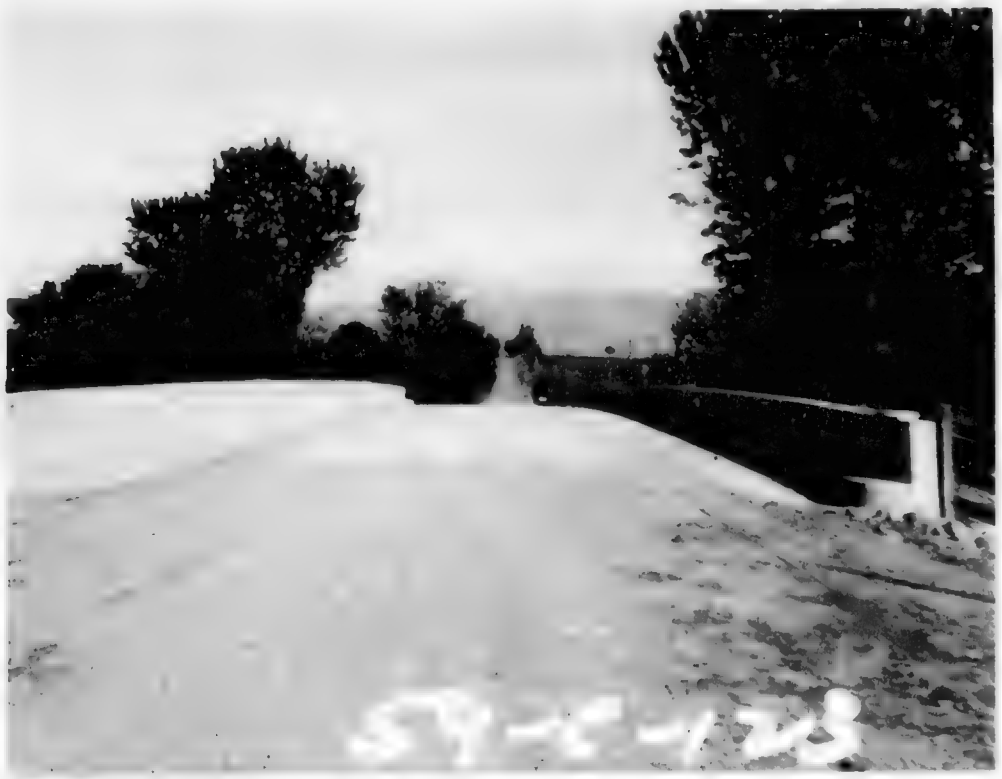
Very truly yours,

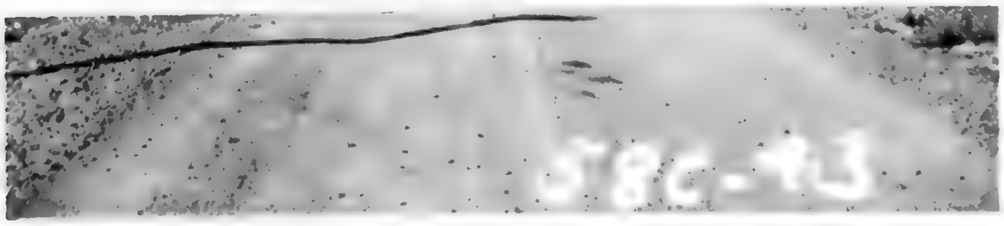
Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FAS 511, BAKER COUNTY

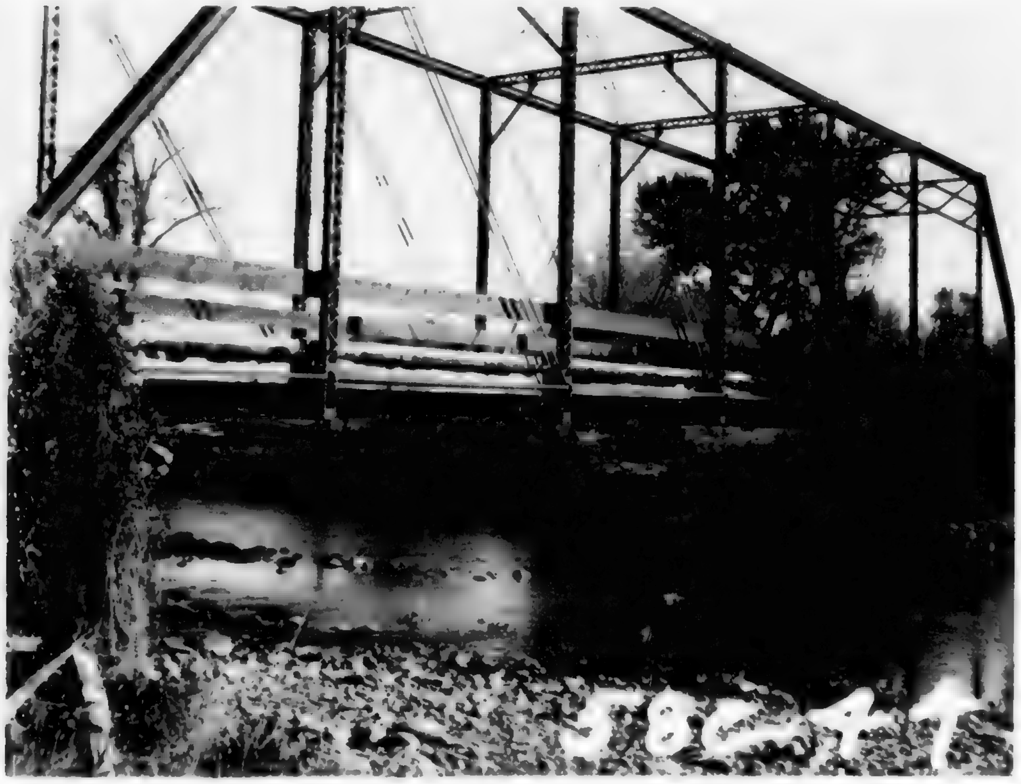
10/22/58	58C-43	EAGLE CREEK BRIDGE, FROM EAST
10/22/58	58C-44	" " " " DOWNSTREAM
9/16/59	59C-123	SAME AS 58C-43

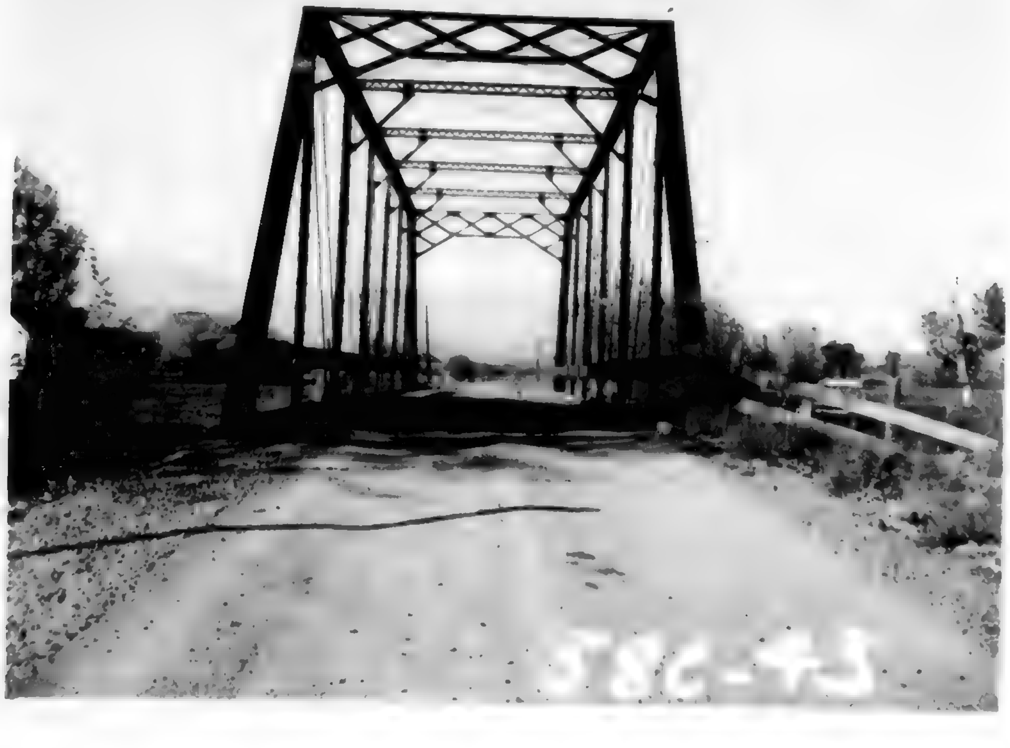




FAS 511, BAKER COUNTY

10/22/58	58C-43	EAGLE CREEK BRIDGE, FROM EAST
10/22/58	58C-44	" " " " DOWNSTREAM
9/16/59	59C-123	SAME AS 58C-43





A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

[illegible]
5373

Dec. 12, 1958

Bechtel Brothers
2107 Depot St.
LaGrande, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5373, awarded Nov. 24, 1958, for Eagle Creek Bridge on the Richland-South Road (FAS 511) in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Form A-150—10M—8-55

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
John F. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

Baker County
Baker, Oregon

Attn: County Court

RECEIVED
NOV 25 1958

Invoice No. 58452

Date November 25, 1958

Your Req. No.

Billing Request No. cc 454

Credit Distribution 501-1034-297

Advance Deposit	27,800.00
Partial transfer county's share total cost of the Eagle Creek Bridge, FAS 511, covered by agreement dated October, 1958.	12,800.00
To be retained	$15,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By________________________________

State Printing 13107

NOTED
V. R. JONES

NOTED
Harold C. [illegible]

November 24, 1958

Baker County Court
Courthouse
Baker, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

This is to acknowledge receipt of a check, endorsed by the Baker County Court, from the Idaho Power Company payable jointly to Baker County and the Oregon State Highway Commission in the amount of $21,160. This check together with $16,000 already on deposit makes a total advance deposit from Baker County of $37,160 in connection with the Eagle Creek and Powder River Bridges on FAS 511.

Contract No. 5373 has been awarded to Bechtel Bros. for constructing the Eagle Creek Bridge and a contract for the Powder River Bridge will be awarded at the regular Highway Commission meeting on December 11. A copy of contract No. 5373 will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

RECEIVED
NOV 25 1958
FOR FILING

FORM E-90X—37,900—2-57—1477

[illegible]
5373

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
November 24, 1958

INTER-DEPARTMENT CORRESPONDENCE

To: Mr. C. H. Maison
OFFICE

SUBJECT: Advance Deposits
Baker County

Attached is a check from Idaho Power Company payable jointly to Baker County and the Oregon State Highway Commission in the amount of $21,160. This check together with $16,000 already on deposit by Baker County represents the county deposit required in connection with the Eagle Creek and Powder River Bridges upon which bids were received November 12.

The deposits are as follows:

Eagle Creek Bridge, FAS 511, DS project	$27,800
5376 Powder River Bridge, FAS 511, S project	9,360
Total....................	$37,160

John F. Hagemann

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. G. S. Paxson
Mr. Ivan Merchant

NOTED

RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible] C. Avers

November 12, 1958

Baker County Court
Courthouse
Baker, Oregon

NOTED
V. R. JONES

NOTED
JOHN D. C[illegible]

Gentlemen:

On December 12 a satisfactory bid was received from Bechtel Bros. of La Grande for constructing the Eagle Creek and Powder River Bridges on FAS 511. As per the agreements between the County and State the following advance deposits are required prior to award of contracts:

#5373
31-1034

Eagle Creek Bridge (DS Project)			
Bid Items	$44,163.00		
12-1/2% Engineering & Contingencies	5,520.38		
Estimated Total Cost	$49,683.38		

Advance Deposit			
5% of $23,000	$ 1,150.00		
100% of balance	26,683.00		
Total	$27,833.00	or say	$27,800
Already on deposit			16,000
Cash deposit required			$11,800

31-1035
#5376

Powder River Bridge (regular FAS)			
Bid Items	$41,597.50		
12-1/2% Engineering & Contingencies	5,199.69		
Estimated Total Cost	$46,797.19		
Advance Deposit of 20%			$ 9,360

Please make the above deposits by means of checks or warrants totaling $21,160 payable to the Oregon State Highway Commission, forwarding same to this office. As the DS project must be awarded before the end of this month it would be appreciated if the deposit for the Eagle Creek Bridge could be forwarded so as to reach this office not later than November 21.

A contract for the Powder River Bridge will be awarded at the regular Highway Commission meeting on December 11 and 12 and the deposit for this project should be forwarded by December fifth.

Very truly yours,

W. C. Williams
State Highway Engineer

Rec'd.
11/20/58

JFH:cg

By John F. Hagemann
[illegible]

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-404(1)

EAGLE CREEK BRIDGE ON THE RICHLAND-SOUTH

ROAD IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 25, 1958

Type Code X021
Eagle Creek Bridge (Sta. 7+00 to Sta 8+70)(Contract No. 5373)

Removal of Old Bridge	All	Required		$ 2,500.00
General Excavation	350	cu. yds.	$ 1.50	525.00
Shoring, Cribbing, Etc.	All	Required		1,800.00
Structural Excavation	130	cu. yds.	8.00	1,040.00
Excavation Below Elevation Shown	15	cu. yds.	20.00	300.00
Furnish Steel Piling	360	lin. ft.	6.00	2,160.00
Drive Piles	12	only	80.00	960.00
Class "A" Concrete	294	cu. yds.	82.00	24,108.00
Metal Reinforcement	79,000	lbs.	.13	10,270.00
8-inch Metal Drain Pipe	125	lin. ft.	4.00	500.00
		Subtotal		$44,163.00
		10% Engr. & Cont.		4,416.30
		Total		$48,579.30

Length of Structure - - - 0.032 Mile

Federal "DS" Funds -	$17,100.00
Federal "LS" Funds -	3,600.00
State Funds -	1,300.00
County Funds -	26,579.30
	$48,579.30

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

Funds for Maint. Chap. 529, laws 1939

Note: Necessary funds have been deposited by Baker County with the Highway Department

RECEIVED
NOV 25 1958
FOR FILING

81-404 (1)
5373

November 24, 1958

Bechtel Brothers
P. O. Box [illegible]
La Grande, Oregon

Gentlemen:

The State Highway Commission on October 24, granted authority to the State Highway Engineer to award the contract to the low bidder for the Eagle Creek Bridge in Baker County, if such bid were satisfactory. Yours was the low bid received for this project in the amount of $44,[illegible]. This note is to inform you that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This contract has been assigned Contract No. 5373.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder and Engineer
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 24, 1958

Bechtel Brothers
La Grande,
Oregon

Contract for Eagle Creek Bridge in Baker County for which you submitted low bid on November 12, 1958, awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

Oregon Project DS-404(1)
FAS 511

10-14-58

RESOLUTION

WHEREAS, a county road in Baker County, State of Oregon, known as the Richland-South County Road, is routed through the County of Baker, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Baker County, the section adopted for improvement being more particularly described as follows; to wit:

> A bridge over Eagle Creek located approximately one mile south of Richland.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Baker will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Baker County, Oregon, that no encroachments will be permitted on the county road known as the Richland-South County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Baker County, Oregon, this 14th day of October, 1958.

By:

County Judge L. Lloyd Lee

County Commissioner R.M. Phipps

County Commissioner Lee O. Wright

ATTEST:

Grant A. Young
County Clerk
By Anita C. Johnson, Dep.

cc-12(1956)

RECEIVED
NOV 6 - 1958
FOR FILING
[illegible]
5373

November 6, 1958

County Court of Baker County
Court House
Baker, Oregon

Gentlemen:

We are enclosing for the records and files of Baker County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Baker County covering the Eagle Creek Bridge on FAS 511 in Baker County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RN
Enc.

NOTED

NOTED
V. R. JONES

October 9, 1958

NOTED
John F. Hagemann

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Eagle Creek Bridge on FAS 511 upon which bids will be received October 21.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $51,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The finance agreement is written with a top limit of $23,000 (which represents the total D (Crash) funds available to Baker County). It does not appear that there will be any unused D funds available for transfer as previously discussed with you.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than October 17.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

RECEIVED
2 - 1958

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

August 29, 1958

5375

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon

Dear Judge Rea:

Confirming our telephone conversation this date, the bridge projects programmed on FAS 511 will be handled as follows:

Eagle Creek Bridge, DS Project - This will be as originally programmed with the federal aid project to include the structure only. Baker County will construct required road approaches with county forces.

2. 5376 — Powder River Bridge, Regular FAS project - The FAS project will be for the structure and grading of the road approaches to a roadbed width of 34'. Baker County will place base and wearing surface with county forces. In addition to the $24,000 of fiscal year 1959 funds programmed for this project additional fiscal year 1960 FAS funds available to Baker County will be utilized as required.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hag
John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
cc: G. S. Paxson
Tom Edwards
Ivan Merchant
V. G. O'Neil
Frank Hall
A. F. Parson

RECEIVED
1958

NOTED
G. S. PAXSON

File

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
~~7/8/58~~ 7/28/58

FAS 511, BAKER COUNTY (DS Project)

TERMINI: Bridge over Eagle Creek located approximately 1.3 miles south of Richland

PROPOSED WORK: One concrete bridge ~~150~~ 170' feet long

LENGTH: 0.028 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$50,000	$16,800	$1,300	$28,300 (Co.)	$3,600 (L)

EXISTING FACILITY: 120 feet long steel thru truss, H. C. - 17 feet, V. C. 1411 inches, H-8

ADJACENT SECTIONS: 14 feet to 16 feet wide crushed gravel wearing surface on 22 foot wide roadway

PROJECT DATA: Construct a ~~150~~ 170' foot long R. C. D. G. bridge, H. C. 24 feet. Baker County will construct road approaches as required to state standards.

ROW WIDTH: 60 feet

MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 511 serves a large cattle raising area south of Richland. It is a mail and school bus route.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
July 15, 1958

Baker County Advance Deposit

Mr. C. H. Maison
OFFICE

NOTED
John F. Hagemann

NOTED
V. R. JONES

Attached is a warrant in the amount of $16,000 payable to the Oregon State Highway Commission from Baker County. This $16,000 is to be retained in the advance deposit fund and applied towards the deposit which will be required in connection with the Eagle Creek and Powder River Bridges on FAS 511 which will be up for bid in the near future.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Baker Co. 7/15/58

Eagle Creek Bridge Approach Fills

Clearing & Grubbing			$500
18" C.M.P	180 Lin ft.	4.00	720
12" C.M.P	60 " "	2.50	150
Drainage Exc.	20 c.y	3.00	60
Emb in Place	2000 c.y	1.00	2000
Rip Rap	50 c.y.	5.00	250
			$3680
[illegible]	20% Eng & Cont		720
			$4400

FORREST L. HUBBARD, Circuit Judge
JESSE R. HIMMELSBACH JR., District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
DELMAR E. DIXON, Sheriff
UNNAR STEVENS, Assessor
MABEL C. RAGSDALE, Treasurer
LEORA SHARP, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY COND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

NOTED

July 14, 1958

RECEIVED
JUL 15 1958

Mr. John Hagermann
Assistant Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Fred:

Enclosed you will find our check for $16,000, please credit our account, and as we talked on the phone some days ago, this can be used to apply on the bridges we are thinking of building on Eagle Creek and Powder River.

We are also returning the vicinity map that you sent on Eagle Creek Bridge. Mr. Best has done some surveying on the bridges. The enclosed sheet and marks that Mr. Best has made on the map will show you better the problems that we have talked about.

I was with Mr. Best the other day, and we looked at the bridge and we discussed the problem of the bridge with the two houses that are involved. The owners seem to accept the problem, so I guess we will be free to go ahead as planned.

stat ←

One other thing, we were wondering was what the cost of this fill would be and what the cost of placing the large rock that will be necessary to rip-rap the ends of fills. If this would not be to expensive, it might be to our advantage to include it to the cost of the bridge. But, before we did that, we would like to know something what its cost would be?

Very truly yours,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

encl:

RECEIVED
JUL 15 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

EAGLE CREEK BRIDGE - BAKER COUNTY:

House west of Bridge is 215 feet west of existing abutment and is approx. 108 feet south of center line. Ground line of lawn is? .9 lower than existing road grade.

House east of Bridge is 155 ft. east of existing abutment of bridge and 62 ft. south of center line. Ground line of lawn is 2.0 lower than existing road grade.

Stream very Swift, would require heavy rip rapping to prevent erosion

5-8-58

PROPOSED PROJECT (County DS Funds)
BAKER COUNTY

FAS 511 - Eagle Creek Bridge, $23,000. This bridge is located approximately 1.3 miles south of the junction in Richland of FAS 511 with FAS 505.

The proposed project is to replace the existing 120' long steel through-truss with a new structure having a roadway width of 24'. The federal-aid project will be for the structure only, including removal of the existing bridge. Steel in the existing bridge is to be stockpiled at the site for county use. The county plans to use this steel at its shop for scrap material only, so it need not be match marked nor any care used in dismantling. The road may be closed during construction.

The $23,000 programmed represents the total D funds available to Baker County. Baker County will pay all costs in excess of this amount.

A regular FAS project for the Powder River Bridge located 0.8 mile from the Eagle Creek Bridge is also planned for construction. It may be desirable to combine these two bridges under one contract.

Approved 6-19-58

DS/FAS-2(58)
5/8/58

FORM 250—50M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 5, 1958

SUBJECT: Eagle Creek Bridge
Baker County

RECEIVED
9 1958
ENGINEER
COUNTY & [illegible]

To:

Mr. J. F. Hagemann
Assistant County & City Relations Engineer
Salem

NOTED
John F. Hagemann

As per your telephone request I have discussed subject bridge with Judge Rea.

The little standard sketch regarding the precast slab did not fit the conditions at all. I advised Judge Rea that we would not consider any thing for approval of this river crossing until a complete plan fitting the conditions was submitted.

NOTED
John F. Hagemann

A. F. Parson
Division Engineer

AFP:gb
cc - Judge Rea

By phone [illegible] [illegible] Judge
requested DS proj. for Eagle Cr. Br.
& S project for [illegible] [illegible] FAS 511,
with co. to pay [illegible] [illegible]
[illegible] [illegible] [illegible]

J.F.H.

FAS 511

FORREST L. HUBBARD, Circuit Judge
JESSE R. HIMMELSBACH JR., District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
DELMAR E. DIXON, Sheriff
UNNAR STEVENS, Assessor
MABEL C. RAGSDALE, Treasurer
LEORA SHARP, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

April 24, 1958

Mr. C. G. Swinson, Engineer
County-City Relations Department
State Highway Department
Salem, Oregon

Attention: John F. Hagemann

Dear Fred:

When you called yesterday regarding the bridge on our F. A. S. project on Eagle Creek our Roadmaster told me you had in mind a cantileaver type of bridge.

In the course of discussion of that bridge, we had in mind the cost that we had been given by the people in Idaho and that had run around $19,000.00. In their plans they had anticipated keeping the abuttments that are presently there. If you should design another bridge, as I understand it, it will require the abandonment of those abuttments and the building of new ones. We are concerned with the cost, of course, and was wondering if you could give us any idea on that, before we go too far.

Thank you very much for your information, I remain

Yours very truly,

Lloyd Rea

Lloyd Rea,
County Judge

LR:11

RECEIVED
APR 25 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
5 1958
NS

FORREST L. HUBBARD, CIRCUIT JUDGE
JESSE R. HIMMELSBACH JR., DISTRICT ATTORNEY
LLOYD REA, COUNTY JUDGE
R. M. PHIPPS, HUNTINGTON, ORE.
GILL C. WRIGHT, NEW BRIDGE, ORE.
COMMISSIONERS
GRANT A. YOUNG, COUNTY CLERK
DELMAR E. DIXON, SHERIFF
UNNAR STEVENS, ASSESSOR
MABEL C. RAGSDALE, TREASURER
LEORA SHARP, SCHOOL SUPERINTENDENT
THAD P. BEATTY, CORONER
WALLACE MAXWELL, WATER MASTER

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUAR COND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon
Baker, Oregon

April 11, 1959

Mr. C. G. Swensen
County-City Relations Engineer
Salem, Oregon

NOTED
John F. Hagemann

Dear Sir: Att: Mr. Hagemann.

This is reference to our telephone conversation on April 7, 1959, regarding the estimated $23,000.00 Baker County would have coming from the bill now before Congress.

We have decided to apply that toward a new bridge across Eagle Creek on our FAS road in Eagle Valley. This is the road that runs south of the city of Richland.

Thanks very much for your help in this matter, I remain,

Yours very truly,
Lloyd Rea
Lloyd Rea
County Judge

Removed & stockpiled for Co. Don't need to be maintained. Co. will use for parts in bridges.
24' roadway no sidewalks
Structure only incl. removal bridge.
Co. will do road approaches as required.

FAS 511 Existing
Eagle Cr. Br.
120' Steel Thru Truss
17' ~~Rdway~~ V.C.
14'-11" H.C.

DS-408(1) Grass Valley-Rutledge Sec. 1958
(Grading)
#5374

RECEIVED FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 16, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5374	5 Final	R. C. Marvel Construction Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8456	H241687	$900.79	4-15-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 50 workdays from Dec. 5, 1958

Time Extensions: None

Completion Date: Feb. 10, 1959

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: April 16, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary
C. W. Head
By C. W. Head
Assistant Secretary

Warrant Mailed: APR 16 1959

NOTED ON CARD

RECEIVED
[illegible] - 1959
FOR FILING

[illegible]

[illegible]

A

April 7, 1959

Mr. R. C. Marvel, President
R. C. Marvel Construction Co.
Goldendale, Washington

Re: Contract No. 5374
Grass Valley-
Rutledge Section

Dear Sir:

Reference is made to your letter of April 2 regarding final payment and payment for force account work in subject contract.

On voucher dated February 10, 1959, for Estimate No. 3, you were paid $276.23 for Force Account on Order for Extra Work No. 1 for removing and replacing fences to make inlet and outlet ditches. This covers all bills submitted to date.

Voucher for the final estimate, mailed to you for signature April 2, was received this morning. Payment will be made April 13, which is ten days after Notification to Surety that final has been prepared, or as soon thereafter as your warrant is received from the Secretary of State. We have no control over the time required in that office. We expect to mail your final payment early next week.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

R. C. MARVEL CONSTRUCTION CO.

GOLDENDALE, WASHINGTON

April 2, 1959

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Re: Fed. Aid Project #574
Grass Valley-Rutledge Road

Sometime ago we received estimate number four on the above named project, marked "semi-final estimate". To date we have received no further payment, although we have seen publication of acceptance of the job. We also have not received payment on force account work done on the job.

We would appreciate your immediate advice as to any reason for the delay in making final payment.

Very truly yours,

R. C. MARVEL CONSTRUCTION CO., INC.

R. C. Marvel

R. C. Marvel, President

RCM:vt

S F-
[illegible]
[illegible]

Force Acct. - E100#1 - [illegible]
[illegible] #3 - 2-10-59
[illegible]
[illegible] 4-3-5[illegible]

RECEIVED
APR 3 1959
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
APR 6 - 1959
FOR FILING

Sc-405(1)
5374

CERTIFIED MAIL April 3, 1959

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5374 for grading on the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County was completed by the contractor, R. C. Marvel Const. Co., Inc., on Feb. 10, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $900.79 will be released to the contractor on or after April 13, 1959. The total contract amount is $29,381.59, of which amount $276.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Amerata & Co.
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
MAR - 9 1959
FOR FILING
C 4408 (1)

5374

Mar. 6, 1959

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. C. Marvel Construction Co., Inc., in connection with Contract No. 5374, for grading on the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road Highway in Sherman County.

This payment, in the amount of $3,082.12, will be released to the contractor on or after March 16, 1959. The retained percentage is $880.85.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Co.
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
em

Form E-1-

D3 40P(1)
5374

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 14, 1959

Section Grass Valley - Rutledge

Kind of work Grading

Highway FAS Rte. No. 667 County Sherman

Section prefix 528-1026

Contractor R.C. Marvel Const. Co., Inc.

Contract number 5374

Date of contract Nov. 25, 1958

Specified work days 50

Date work started Nov. 26, 1958

Work days used 0

Project authorization $ 37,039.75

Exclusive of engineering $ 34,405.79

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $ 29,900.00

Estimated per cent overrun or underrun -13.1 %

Per cent of contract completed, based on total contract price 90.8 %

Engineering authorization $2,633.94

Engineering cost to date $ 2,615.06, 99.3 %

Date project was completed February 10, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Marvel completed all work on Tuesday, and finished moving out on Friday. The office crew has the Mass Diagram nearly completed and the Semi-final well along. Expect to submit the Semi-final to Bend next week.

This is the final report.

CONSTRUCTION DIVISION
RECEIVED
FEB 16 1959
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Vernon E. Shell

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.87				
Miles partially completed					
Miles completed	5.87				
Total estimated quantities (contract)	43,380				
Total quantities corrected to date	35,933.6				
Estimated quantities moved or placed to date	35,933.6				
Average daily quantities	66.8				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Men	3
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	1

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Compaction rollers ...., 1 Traxcavator, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Snow	0	
Tuesday	Cloudy	0	Project Complete.
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FEB 16 1959
FOR FILING

February 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 10, 1959, on Contract No. 5374, Grass Valley-Rutledge Section, in Sherman County, in connection with Federal Aid Project No. DS-408(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
DEC 22 1958
FOR FILING
DS-408(1)

5374

A

Salem, Oregon
December 19, 1958

Cross Buck and Advance Warning
Signs
Grass Valley-Rutledge Section
Grass Valley-Rutledge County
Road
Sherman County

Mr. W. O. Widdows
Sign Engineer
Shops

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized cross buck signs and reflectorized advance warning signs at the grade crossing of the Union Pacific Railroad tracks with the Grass Valley-Rutledge County Road about one mile southeasterly of Grass Valley.

The crossing referred to is at Station 1+59 of the Grass Valley-Rutledge Section, Contract No. 5374.

The signs should be installed before completion of the contract which is estimated to be March 1, 1959. Expense should be charged to prefix 528-1026. Federal Aid Project is BS-408(1).

RA:mfh

Forrest Cooper
Deputy State Highway Engineer

cc: Dean Swift

RECEIVED

FOR FILING

D. F. WENGERT SU-408(1)
GENERAL MANAGER
NORTHWESTERN DISTRICT

5374

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

828 PITTOCK BLOCK
PORTLAND 5, OREGON

US 408(1)

December 12, 1958
C 321 - 2 - 6

Mr. W. C. Williams,
State Highway Engineer,
State of Oregon,
Salem, Oregon.

Dear Sir:

ATTENTION: Mr. S. H. Probert,
Office Engineer.

This will acknowledge your letter December 4 in regard to proposed installation of reflectorized crossbuck signs and reflectorized advance warning signs at grade crossing of our tracks with the Grass Valley - Rutledge County Road, about one mile southeasterly of Grass Valley, this crossing being identified as No. 2D-39.2.

There is no objection upon the part of this company to installation being made on the basis outlined in your letter.

Yours very truly,

D. F. Wengert

CC: Mr. J. W. Godfrey,
District Engineer.

RECEIVED
DEC 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1958
OREGON
STATE HIGHWAY COMMISSION

A

FORM E-123 3M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

98-408 (1)

5374

Dec. 12, 1958

R. C. Marvel Const. Co., Inc.
Box 73
Goldendale, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5374, awarded Nov. 25, 1958, for grading on the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 1 1958
FOR FILING

[illegible] 408(1)

5374

December 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 26, 1958, on Contract No. 5374, Grass Valley-Rutledge Section, in Sherman County, in connection with Federal Aid Project No. DS-408(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-408(1)

GRASS VALLEY-RUTLEDGE SECTION OF THE
GRASS VALLEY-RUTLEDGE ROAD IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1958

Type Code 0010
Roadway (Sta. 0+90 to Sta. 310+60) (Contract No. 5374)

Clearing and Grubbing	All	Required		$ 1,500.00
Drainage Excavation, Unclassified	320	cu. yds.	$ 2.00	640.00
General Excavation, Unclassified	41,380	cu. yds.	.39	16,138.20
Short Overhaul	151,500	yd. stas.	.01	1,515.00
Long Overhaul	6,700	C-yd. stas.	.30	2,010.00
Finishing Roadbed Slopes	5.86	miles	425.00	2,490.50
Sprinkling	160	M-gal.	2.00	320.00
12-inch Corrugated Metal Pipe	570	lin. ft.	2.90	1,653.00
18-inch Corrugated Metal Pipe	530	lin. ft.	3.95	2,093.50
24-inch Corrugated Metal Pipe	80	lin. ft.	6.40	512.00
30-inch Corrugated Metal Pipe	44	lin. ft.	8.00	352.00
36-inch Corrugated Metal Pipe	112	lin. ft.	10.75	1,204.00
60-inch Corrugated Metal Pipe	78	lin. ft.	32.00	2,496.00
		Subtotal		$32,924.20
		10% Engr. and Cont.		3,292.42
		Total		$36,216.62

Length of Roadway	5.861 Miles
Length of 1 Structure	0.006 Mile
Total Length	5.867 Miles
Cost of Roadway per Mile	$6,179.25

Federal "DS" Funds	$27,000.00
Federal "LS" Funds	5,600.00
State Funds	1,808.31
County Funds	1,808.31
	$36,216.62

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

Funds for Maint.: Chap. 529, laws 1939

Note: Necessary funds have been deposted by Sherman County with the Highway Department

A

RECEIVED
NOV 25 1958
FOR FILING

[illegible]
5374

November 25, 1958

R. C. Marvel Construction Co., Inc.
Box 73
Goldendale, Washington

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for grading the Grass Valley-Rutledge Section of the Grass Valley-Rutledge County Road, Sherman County, for the sum of $32,924.20 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5374.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 25, 1958

R. C. Marvel Construction Company, Inc.
Goldendale, Washington

Contract for Grass Valley-Rutledge Section of Grass Valley-Rutledge County Road, Sherman County, for which you submitted low bid on October 21, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files

Ruth file

RECEIVED
NOV 13 1958
FOR FILING

D.S.-408(1)
5374

Maint. # 391
Finance # 342

Salem, Oregon
November 6, 1958

FAS Project Agreements
FAS 667, Sherman County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Sherman County covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Sherman County.

Secretary

rn
Attach:

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1958

SUBJECT: FAS Project Agreements
FAS 667, Sherman County

To: Mr. G. S. Paxson
OFFICE

Attached are ~~six~~ three copies of a finance agreement covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County.

~~Four~~ Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE June 19, 1958 Minutes, page 38
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 10-17-58

RECEIVED
NOV 6 - 1958

FOR FILING

SS-408(1)

5374

November 6, 1958

County Court of Sherman County
Court House
Moro, Oregon

Gentlemen:

We are enclosing for the records and files of Sherman County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Sherman County covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
NOV 6 - 1958
FOR FILING

28-408(1)

5374

P

October 31, 1958

Mr. Donald von Borstel
Grass Valley
Oregon

Dear Sir:

This is in reply to your letter of October 28 in which you discuss the subject of telephone poles on the Grass Valley-Rutledge Road.

I wish to advise that this is a county road and matters pertaining to rights of way should be taken up with the Sherman County Court, as it provides all rights of way including removal of facilities.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Sherman County Court
Moro, Oregon

Mr. Forrest Cooper
Mr. Clarence G. Swenson

FC:fn

Grass Valley, Oregon
28 Oct 58

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr Williams,

I have a little problem concerning the Ruttledge road here at Grass Valley.

It was surveyed by a State crew and the majorority of finances are from the State and Fedral governments. I have been to the State office in the Dalles and apparently didn't leave much impression — I have recived nothing to indicate any action was attempted.

At about three miles from Grass Valley on the first turn of the survey, the turn of the road goes out into our telephone line. By starting the turn about 25' sooner this could be eliminated and the cost of road construction would be little if any greater

FORREST COOPER

than as presently surveyed.

I have talked with the land owner at this sight and he feels this would be proper, also has no complaint about using the land necessary.

We rebuilt our telephone line $1\frac{1}{2}$ years ago. It was put in as best we knew how, with pressure treated poles, specified depth holes, and as straight a survey as was practical.

As the road is presently surveyed we will have to move four poles in order to properly ankor them and install four anckors, all of this in solid rock.

A small change in the survey will eliminate all of this. I would appreciate anything you could do to eliminate moving these poles. In the future, maintenance would also be materially less.

Yours truly,
Donald von Borstel

RECEIVED
OCT 21 1958
FOR FILING

DS-408(1)

5574

When replying, refer to:
08-35.3

October 2, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The project involving participation in the 1958 Act, Section 2(a) Secondary funds, as listed in Stage 2 of the eighth program, submitted with Mr. Cooper's September 24, 1958 letter, is approved effective October 2, 1958.

This program, as approved, contains one construction project covering improvements on 5.90 miles of roadway for the section listed as follows:

Item No.	Project No.	Project	Proposed Work
55	DS-408(1)	Grass Valley-Rutledge Section	Grading

The total estimated cost of the above project is $30,000 for which available 1958 Act, Section 2(a) "D" funds and Section 2(e) "L" funds have been reserved in the amount of $22,300 and $4,700, respectively. After deductions for previously approved programs and the amount reserved herein, the unprogramed balance of all "D" funds is $61,416 according to our records of this date. The unreserved balance of the limiting amount of "L" funds similarly is $18,166.

The above approval is with the understanding that contracts for the above project will be awarded prior to December 1, 1958, the project agreement will be executed prior to January 1, 1959, and construction will be completed prior to December 1, 1959.

Item 55 provides for grading only on the entire FAS Route 667. You have indicated that Sherman County will provide adequate crushed rock base and wearing surface and that an oil mat wearing surface will be placed with future FAS funds. This item contains one railroad grade crossing within the limits of the project. You have indicated that sight distance is unrestricted. The proposed protection for the railroad grade crossing appears to be adequate in accordance with the provisions of GAM 63.

Programing of a single project is acceptable in this instance since it is our understanding that Item 53 is the last project to be programed under 1958 Act, Section 2(a) funds.

You are authorized to proceed to take all actions necessary to advance to completion the physical construction provided for by the project in this submission in accordance with the provisions of your 1954 Secondary Road Plan as approved by the Commissioner. If you find subsequently exceptions to the procedures or minimum design standards will be needed during the accomplishment of the project, this office should be informed of such proposed exceptions and the reasons therefor.

Very truly yours,

C. G. Polk
Division Engineer

original to Probert
copy to Edwards

DS-186(2) Lost River Br. on 1958
Langell Co. Rd.
#5375

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	INVOICE NUMBER 63863
[illegible]	[illegible]		CREDIT DISTRIBUTION [illegible]

Contract 5576
DS-186(2)

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
Harold G. Ayers

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			[illegible]

NOTED
John F. Hagemann

NOTED
V R. JONES

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ....

By ....

A 150X (REVISED 12-59)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

January 28, 1960

NOTED
C. G. SWENSON

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Lost River (Langell Valley) Bridge on FAS 430. As shown in the attached cost statement, a refund of $236.72 is due the County from the State. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/28/60

County Klamath Contract No. 5375 Date Completed 8/26/59

FAS 430 Section Lost River (Langell Valley) Bridge

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation.	$34,012.16
Construction engineering	1,693.39
TOTAL CONSTRUCTION COSTS.	$35,705.55
FEDERAL FUNDS COLLECTED FOR PROJECT	
"US" Funds $26,579	
"LS" Funds 5,800	
. . TOTAL . . .	$32,379.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($35,705.55 - $32,379) X 1/2 = $1,663.28

County advance deposit	$1,900.00
Less County share	1,663.28
REFUND DUE COUNTY.	$ 236.72

JFH:mm

Item	Unit	Unit Prices	Total Quan.	Total Amount
1. Removal of old bridge	all	2000.00	all	2,000.00
2. Shoring, cribbing, etc.	all	4000.00	all	4,000.00
3. Structural excavation	c.y.	12.00	127.81	1,533.72
4. Excav., below elevas. shown	c.y.	20.00	10.72	214.40
5. Class "A" concrete	c.y.	82.00	193.87	15,897.34
6. Metal reinforcement	lb.	.145	53,000	7,685.00
7. 8" metal drain pipe	l.f.	5.00	30	150.00
8. Handrail	l.f.	10.00	253.17	2,531.70
			Total	34,012.16

RECEIVED

DS 186(2)

5375

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 22, 1959

5375	4 Final	Tom Lillebo Construction Co.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
30818	129624	$ 3,709.74 — 12-22-59
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapcoske
ACCOUNTING DIVISION

Specified completion date: **200 workdays from December 5, 1958**

Time Extensions: **None of record**

Completion Date: **August 26, 1959**

Date Accepted: **December 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **December 22, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 23 1959

NOTED ON CARD

cc

NOTED
[illegible]

NOTED
Harold C. Ayers

NOTED
C. G. [illegible]

NOTED
John F. Hagemann

September 24, 1959

EXHIBIT "A"

Mr. W. D. Rodgers
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Rodgers:

As per our conversation on September 21, I am enclosing a set of general highway maps of Klamath County showing the Federal-aid system in color. All county FAS routes are shown colored in red. Also enclosed is a copy of the Highway Commission "Policy and Procedure" in connection with county FAS funds.

I checked on the Lost River Bridge project at Langell Valley and find that the bridge was designed and supposedly constructed in accordance with the alignment shown on the enclosed vicinity map which was prepared by our resident engineer, Mr. W. Reid Merritt, whose headquarters are at the State Highway Department shops in Klamath Falls. The project as proposed and agreed to by the county provided for construction of the bridge by contract utilizing Federal-aid funds with the required road approaches to be constructed by the county.

FAS 130

In cases such as this our normal procedure is to furnish the county with sufficient engineering data to permit the county to complete the roadwork; however, actual construction engineering for the road work would normally be done by the county. If you would contact Mr. Merritt, I am sure he will locate the curve points for you and furnish any additional information you may need in running in the curves. Mr. Merritt will also have available the location cross-sections for these road approaches.a

If you have any questions on this or any other matter, do not hesitate to contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
cc: Mr. E. W. Gowan, Co. Comm.
Mr. W. Reid Merritt
Mr. Dean [illegible]

A

RECEIVED
DEC 12 1958
FOR FILING

— Dd-186 (2)

5375

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Dec. 12, 1958

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5375, awarded Nov. 25, 1958,
for Lost River Bridge on the Langell
Valley Road (FAS 430) in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
DEC 10 1959
FOR FILING

December 9, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5375 for construction of the Lost River Bridge on the Langell Valley Road (FAS 430) in Klamath County was completed by the contractor, Tom Lillebo Const. Co., on August 26, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,709.74 will be released to the contractor after acceptance by the Commission. The total contract amount is $34,012.16, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

NOTED
Harold C. Ayers

December 1, 1958

NOTED
V R JONES

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $1,900 in connection with the Lost River (Langell Valley) Bridge on FAS 430. Contract No. 5375 has been awarded to the Tom Lillebo Construction Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. W. R. Canton
Klamath County Engineer

NOTED
C. G. SWENSON

Salem, Oregon
November 25, 1958

NOTED
V. R. JONES

Advance Deposit
Klamath County FAS Project

Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

NOTED
John F. Hagemann

Attached is Klamath County's check for $1,900 which represents the county's share of the cost for constructing the Lost River (Langell Valley) Bridge on FAS 430.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

November 24, 1958

RECEIVED
NOV 25 1958
ENGINEER
COUNTY & CITY RELATIONS

Mr. John F. Hagemann
Assistant County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am replying to your letter of September 24, 1958, in reference to the Lost River bridge (Langell Valley) FAS 430. Enclosed herewith is check for $1,900.00 as per your request when we were in Portland.

This afternoon I will meet with Mr. and Mrs. Fields and probably complete their deed. I will call you later this afternoon or in the morning. Please hold this check until I notify you that the right of way is complete.

I have a note from the bidder that they would like to wait until March or April to start the construction of this bridge. I believe this is satisfactory with the County Court if the method of contracting under the money phase is all right. I will talk to you about this in the afternoon.

Very truly yours,

W R Canton

W.R. Canton
County Engineer

WRC/ok
enclosure

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

October 22, 1958

NOTED
V. R. JONES

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On October 21 a satisfactory bid was received from Tom Lillebo Construction Company of Reedsport for constructing the Lost River (Langell Valley) Bridge on FAS 430. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$34,101.00
12-1/2% Engineering & Contingencies	4,262.63
Estimated Total Cost................	$38,363.63
Advance Deposit of 5%..............	$ 1,900.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Based on the above bid it is estimated that Klamath County will have an unused balance of D (Crash) funds of $4,000 (includes federal, state, and county funds). As this amount is too small to contract by itself and as all D funds must be under contract by December 1, 1958, we have arranged for you to exchange this amount with Wasco County for a similar amount of regular FAS funds. This will permit you to utilize the $4,000 in combination with other regular FAS funds on the Forest Boundary-Lake County Line Section of FAS 852 when it is ready to contract.

If the above exchange is satisfactory to the Court, this office will arrange for the execution of a letter agreement accomplishing it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Rcvd
11/25/58
Cont # 5375

JFH:mm
cc: Mr. W. R. Canton,
County Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-186(2)

LOST RIVER (LANGELL VALLEY) BRIDGE ON THE BONANZA-LANGELL VALLEY ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 28, 1958

Type Code X021
Lost River Bridge (Sta. 10+28 to Sta. 11+48)(Contract No. 5375)

Remove Old Bridge	All Required		$ 2,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	140 cu. yds.	$12.00	1,680.00
Excavation Below Elevation Shown	10 cu. yds.	20.00	200.00
Class "A" Concrete	193 cu. yds.	82.00	15,826.00
Metal Reinforcement	53,000 lbs.	.145	7,685.00
Handrail	256 lin. ft.	10.00	2,560.00
8-inch Metal Drain Pipe	30 lin. ft.	5.00	150.00
	Subtotal		$34,101.00
	10% Engr. & Cont.		3,410.10
	Total		$37,511.10

Length of Structure - - 0.023 Mile

Federal "DS" Funds -	
Federal "LS" Funds -	$27,900.00
State Funds -	5,800.00
County Funds -	1,905.55
	1,905.55
	$37,511.10

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

Funds for Maint.: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Klamath County with the Highway Department.

RECEIVED
NOV 26 1958
FOR FILING

[illegible]

5375

November 25, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for construction of Lost River Bridge on Langell County Road in Klamath County for the sum of $34,101.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5375.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Attention Dorothy McCormack
Mr. Lowell Richards
c/o Daily Journal of Commerce

[illegible]
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 25, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Contract for Lost River Bridge on Langell County Road, Klamath County, for which you submitted low bid on October 21, 1958 awarded you today. Contract forms follow shortly.

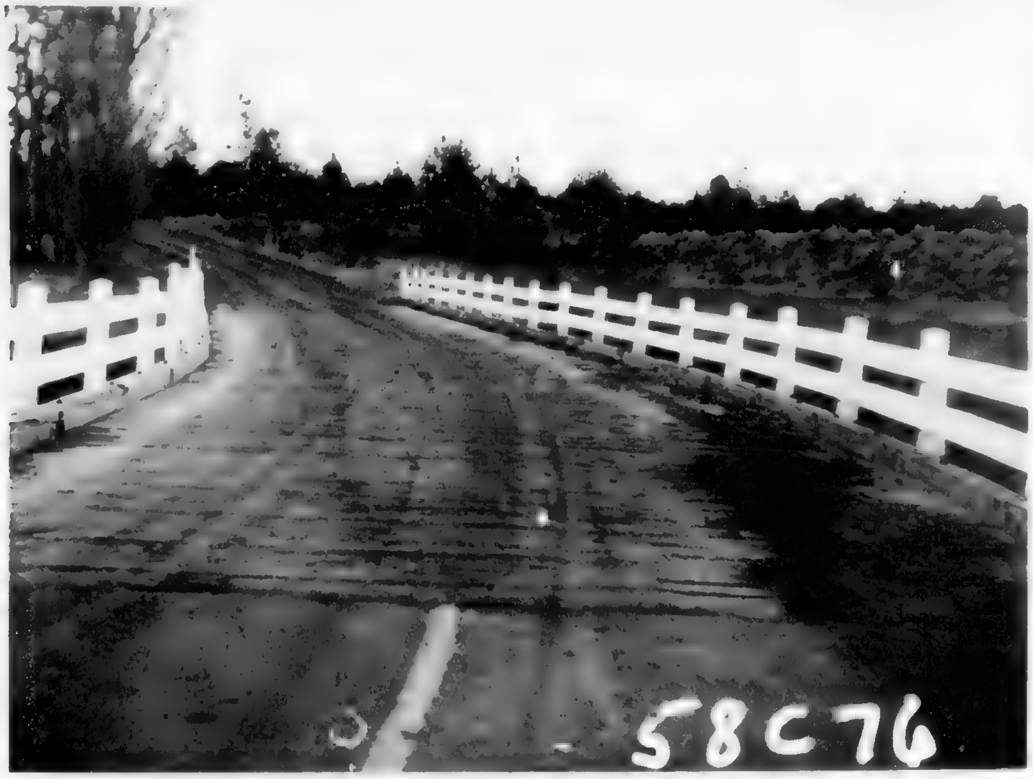
Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

Accounting (5003-900)
Files
Lee Gatlin

FAS 430 County Klamath Contract No.

Section

Location


58C76

58C75

59C173

FAS____ County____________________ Contract No.______

Section____

Location____

____

58C75

59C173

RECEIVED
NOV 6 - 1958
FOR FILING
Ag-186(2)
5375

November 6, 1958

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Klamath County covering the Lost River (Langell Valley) Bridge on FAS 430 in Klamath County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
NOV 13 1958
FOR FILING

DS-186(2)

375

Kettle
Sil.

Maint. # 392
Finance # 243

Salem, Oregon
November 6, 1958

FAS Project Agreements
FAS 430, Klamath County

Mr. C. G. Swenson
Engineer, County & City Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Klamath County covering the Lost River (Langell Valley) Bridge on FAS 430 in Klamath County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Klamath County.

Secretary

rn
Attach:

FORM E-30 50M 8-57—6582

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1958

To: Mr. G. S. Paxson
OFFICE

SUBJECT: FAS Project Agreements
FAS 430, Klamath County

Attached are three copies of a finance agreement covering the Lost River (Langell Valley) Bridge on FAS 430 in Klamath County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

June 19, 1958 Minutes, page 37

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 10-17-58

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

October 15, 1958

Mr. John F. Hagemann
Asst. County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed please find two copies of the Agreement covering finances properly executed by our County Court, six copies of the maintenance agreement and five copies of the encroachment resolution.

I trust these papers have been completed as per your instructions.

Yours very truly,

W.R.Canton
W.R. Canton
County Engineer

WRC/ok
enclosures

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 9, 1958

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Lost River (Langell Valley) Bridge on FAS 430 upon which bids will be received October 21 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $45,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than October 17.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SW[illegible]N

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 24, 1958

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
[illegible]

Dear Mr. Canton:

Enclosed are three option forms in quadruplicate covering right-of-way to be acquired in connection with the Lost River Bridge project on the Langell Valley Road, FAS 430.

If the option forms are used in the transaction please return one signed copy of each form. If the option forms are not used please advise when the right-of-way has been acquired and the conditions, if any, which would affect the FAS project.

Four prints of a map covering this property are being mailed to you under separate cover.

It is planned to open bids on this project on October 21 and your earliest attention to this matter will be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM E-30 50M 6-38 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 22, 1958
Salem, Oregon

SUBJECT: Options
Lost River Bridge Sec.
Langell Valley Rd.

To: C. G. Swenson
County City Relations Engr.
OFFICE

Attached you will find 3 original option forms in quadruplet covering right of way to be acquired in connection with Lost River Bridge Section of the Langell Valley County Road in Klamath County. No Statements of Information were furnished. This contract is scheduled for letting on October 21, 1958.

Please return to the R/W Department a copy of each signed option to inform the Highway Engineer the condtions, if any, on the transactions.

We are forwarding, under separate cover, four prints of map number 10C-33-1 covering this area and bearing our date of September 16 1958.

28854	Otto & Ethel Balin	0.05	acre
28855	United States of America (U.S.R.S.)	0.3	"
28856	Glen & Mary Fields	0.37	"

EARL F. SALING
Right of Way Office Manager

A6
blr
enc. 3 orig. option forms

cc: Dean Swift (1 copy of map)
cc: R. W. Cozad

RECEIVED
SEP 12 1958

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/20/58

FAS 430, KLAMATH COUNTY

TERMINI: Bridge over Lost River at Langell Valley.

PROPOSED WORK: One bridge 120 feet long.

LENGTH: 0.023 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	[illegible]
CONSTRUCTION	$41,000	$30,500	$2,200	$2,200 (Co)	$6,100 (L)

EXISTING FACILITY: 133' pile trestle, 2-14', 7-15' PT spans, HC 18'-11", [illegible] H-16.

ADJACENT SECTIONS:
NORTH END: 26' gravel on 26' roadway.
SOUTH & WEST: 20' bituminous wearing surface with 28' roadway.

PROJECT DATA: Construct a 120' long RCDG bridge on spread footings with 24' horizontal clearance on improved alignment adjacent to the existing bridge. Klamath County will construct road approaches as required to State standards.

ROW WIDTH: 60' Minimum	
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATION:	None

FAS 430 serves a large flat valley with cattle raising on irrigated farms.

JDG:mm

NOTED
C. G. SWENSON

RECEIVED
FOR FILING

BS-186(2)

6-13-58

LOCATION PROSPECTUS FOR THE LOST RIVER BRIDGE ON THE LANGELL VALLEY COUNTY ROAD IN KLAMATH COUNTY

5375 The following prospectus is submitted regarding the Lost River Bridge in Klamath County.

This will be a survey to prepare a vicinity map for the Lost River Bridge located on the Langell Valley Road approximately 17 miles southerly of the town of Bonanza in Klamath County.

The present ADT is 20 and the projected ADT is 40. The truck volume is 50%.

See County traffic control maps for location.

June 13, 1958

cc:
W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

NOTED
G. S. PAXSON

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

May 27, 1958

NOTED
Harold C. Ayers

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
V. R. JONES

Gentlemen:

On May 8 the Highway Commission approved the FAS projects as described in the attached tabulation. You will note the amount programmed against the Lost River (Langell Valley) Bridge was raised from the $25,000 we discussed to $40,000. This was done after checking our data on the existing bridge which showed it to be 133' long. In any event, the actual cost will govern.

It is planned to substitute D (Crash) funds available to Klamath County for regular FAS funds on this bridge thus releasing an equal amount of regular FAS funds for another project.

Bids will be accepted on these projects as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:[redacted]
Att.

cc: Mr. W. R. Canton

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

KLAMATH COUNTY
PROPOSED PROJECTS

FAS 430 - Lost River (Langell Valley) Bridge, $40,000. This bridge is located at Langell Valley and is over the Lost River.

The proposed project is to replace the existing 133' long pile trestle bridge with a new structure having a roadway width of 26' with 3-1/2' sidewalks on each side. The FAS project will be for the structure only including removal of the existing bridge. The road will be closed during construction. Mr. Canton, County Engineer, is of the opinion the bridge can be shortened. He should be contacted prior to making the survey and design.

FAS 852 - Forest Boundary-Lake County Line Section, approximately 5 miles, $185,000. This section extends from the Fremont National Forest boundary in Section 9, Township 29 South, Range 11 East, northeasterly to the Lake County line.

The proposed project is to grade, place base material, and construct a crushed rock wearing surface 24 feet in width. There is a rock quarry located approximately 1 mile from the west end of the project and also cinder sources in the area. If acceptable, a bottom course base of cinders processed with a grid roller and a crushed rock wearing surface would be the most economical design.

Mr. Canton, County Engineer, should be contacted prior to making the survey. The funds programmed above are preliminary estimates only and may be adjusted as more accurate information becomes available.

4/21/58
(58-c)

S-404(2) Powder River Bridge 1958
#5376

Tinners 249
maintenance 398

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-6-61	CC-711		501-1035-297

INVOICE NUMBER **71212**

Baker County Court
Baker,
Oregon

County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Powder River Bridge on FAS 511. Covered by agreement dated 10/14/58.			
Original advance deposit		$9,360.00	
Less amount previously transferred		6,360.00	
Balance advance deposits			$3,000.00
County share cost as per attached statement		$8,639.03	
Less amount previously transferred		6,360.00	
Balance due			2,279.03
To be refunded			$ 720.97

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 7 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGEMENT OF BILLING REQUEST

[illegible]

By [illegible]

A 150 (REVISED 7-60)

September 1, 1961

Baker County Court
Courthouse
Baker, Oregon

NOTED
Harold C. Avers

NOTED
[illegible]

Gentlemen:

Final costs are now available on the Powder River Bridge, FAS 511, under agreement dated October 14, 1958, as shown in the enclosed cost statement.

In accordance with the agreement, a refund of $720.97 is due the County in connection with this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

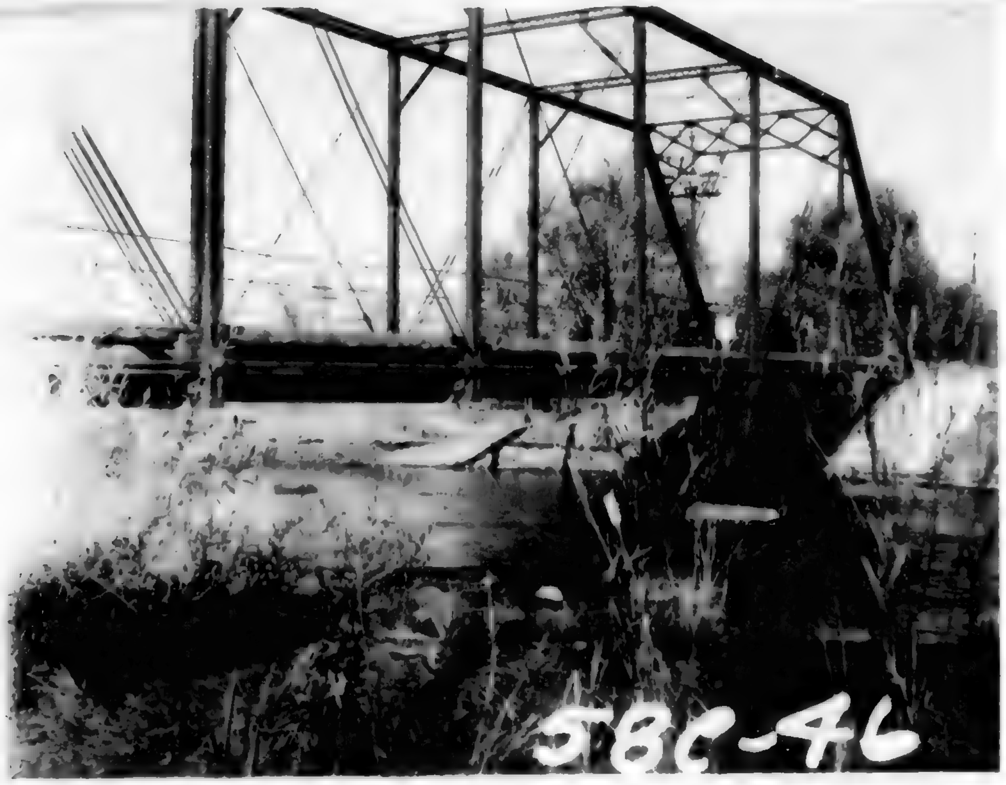
Verne R. Jones
County & City Relations Field Engineer

VRJ:mc
Encl.

FAS 511, BAKER COUNTY

10/22/58	58C-45	POWDER RIVER BRIDGE, FROM SOUTH
10/22/58	58C-46	" " " " EAST
9/16/59	59C-122	SAME AS 58C-46

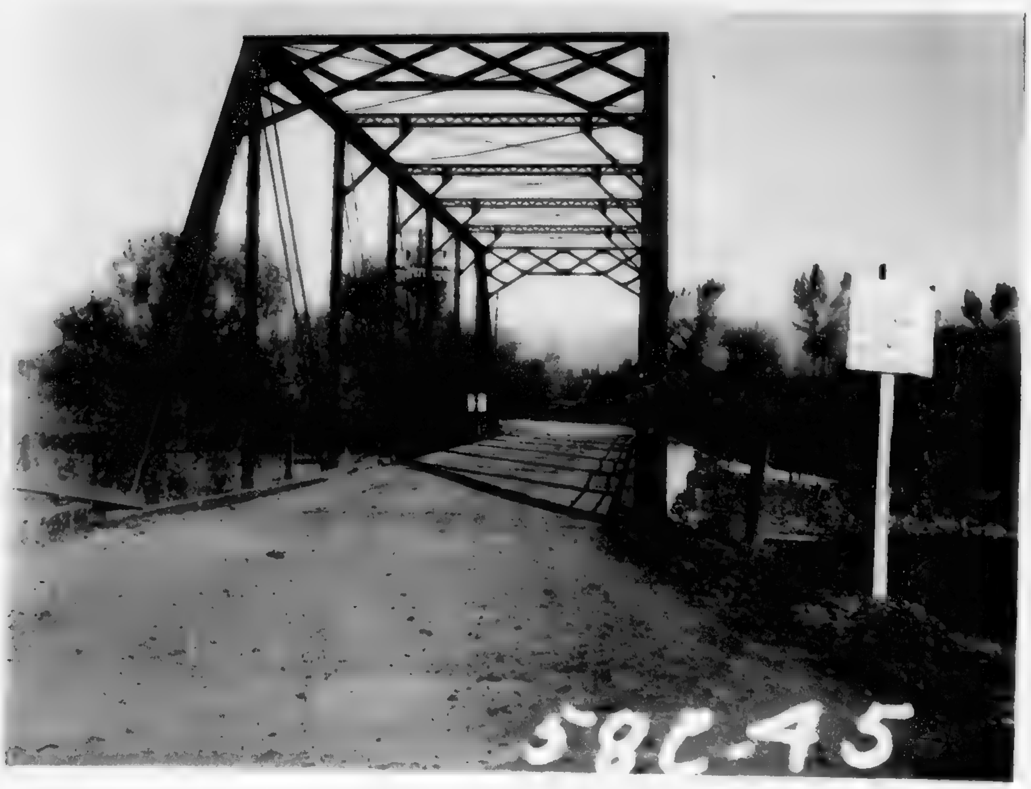
59-C-122



58C-46

FAS 511, BAKER COUNTY

10/22/58	58C-45	POWDER RIVER BRIDGE, FROM SOUTH
10/22/58	58C-46	" " " " EAST
9/16/59	59C-122	SAME AS 58C-46



RECEIVED
1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 15, 1959

S 1174 (2)			
5376	6 Final	Bechtel Bros.	
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
22369	44951	$2,935.53	9/11/59
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chopweske
ACCOUNTING DIVISION

Specified completion date: **120 workdays from 12/22/58**

Time Extensions: **None of record**

Completion Date: **July 22, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 15, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP 16 1959

NOTED ON CARD
lc

NOTED
Harold C. Ayers

NOTED
[illegible]

August 28, 1959

Baker County Court
Courthouse
Baker, Oregon

FAS 511

NOTED
R. JONES

NOTED
John F. Ha[illegible]

Gentlemen:

This is to advise you that work on Contract No. 5376, Powder River Bridge was completed on July 22, 1959.

Under the terms of the agreement signed by the Court on December 3, 1958 and by the Highway Commission on December 11, 1958, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:eg

RECEIVED
AUG 31 1959
FOR FILING

8414(1)

5376

August 28, 1959

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Building
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 5376, for bridge and grading on the Powder River Bridge Section of Richland-South Road, Baker County, was completed by the contractor, Bechtel Brothers, on July 22, 1959 and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $2,935.53 will be released to the contractor on or after September 8, 1959. The total contract amount is $41,909.72 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

[illegible] ON CARD

8/28/59

RECEIVED
JAN 14 1959
FOR FILING

S40[illegible]

5376

FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Jan. 13, 1959

Bechtel Brothers
2107 Depot St.
LaGrande, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5376, awarded Dec. 11, 1958, for bridge and grading on the Powder River Bridge Section of the Richland-South Road (FAS 511) in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JAN 13 1959
FOR FILING

[illegible] No. 5376

Monthly Transaction No.	For[illegible]2 (9-1-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Baker**
Project Report No. S-404 (2) 3	**FEDERAL-AID PROJECT AGREEMENT** 1-12-59	Project No. **S-404(2)**

[illegible] The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 2 miles south junction with FAS 511 (Powder River Bridge Section), on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-22-58	0.2
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 45,757.00	Federal funds $ 28,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 12, 1959**

USComm-DC 40257

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Powder River Bridge Section, Project No. S-404(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Powder River Bridge Section, Project No. S-404(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-404(2)

POWDER RIVER BRIDGE SECTION OF THE
RICHLAND-SOUTH ROAD IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 18, 1958

Type Code 0010
Roadway (Sta. -0+50 to Sta. 8+00)(Contract No. 5376)

Clearing and Grubbing	All Required		$ 1,000.00
Drainage Excavation, Unclassified	90 cu. yds.	$4.00	360.00
Special Borrow Excavation, Unclassified	4,000 cu. yds.	1.25	5,000.00
General Excavation, Unclassified	600 cu. yds.	1.50	900.00
Sprinkling	10 M-gals.	4.00	40.00
18-inch Concrete Pipe	30 lin. ft.	6.00	180.00
	Subtotal		$7,480.00
	10% Engr. & Cont.		748.00
	Total		$8,228.00

Type Code X021
Powder River Bridge (Sta. 3+43 to Sta. 4+93)(Contract 5376)

Remove Old Bridge and Maintain Traffic	All Required		$2,000.00
Structural Excavation	170 cu. yds.	$10.00	1,700.00
Class "A" Concrete	272 cu. yds.	80.00	21,760.00
Metal Reinforcement	64,750 lbs.	.13	8,417.50
8-inch Metal Drain Pipe	40 lin. ft.	6.00	240.00
	Subtotal		$34,117.50
	10% Engr. & Cont.		3,411.75
	Total		$37,529.25

Length of Roadway	0.133 Mile
Length of Structure	0.028 Mile
Total Length	0.161 Mile
Cost of Roadway per Mile	$61,864.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 8,228.00	$ 5,000.00	$1,614.00	$1,614.00
Structure	37,529.25	23,200.00	7,164.60	7,164.65
	$45,757.25	$28,200.00	$8,778.60	$8,778.65

State Funds for Construction: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Baker County with the Highway Department.

RECEIVED
DEC 30 1958
FOR FILING

[illegible]

[illegible]

[illegible]

A

Salem, Oregon
December 15, 1958

Maint. # 398
Finance # 249

Maintenance & Finance Agreement
Powder River Bridge
S-404(2), FAS 511

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement with Baker County covering the Powder River Bridge Section of FAS 511.

A fully executed copy of a finance and maintenance agreement has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Baker County.

Secretary

rn
Attach: 4

RECEIVED
DEC 15 1958
FOR FILING

[illegible]

[illegible]

December 15, 1958

County Court of Baker County
Court House
Baker, Oregon

Gentlemen:

We are enclosing for the records and files of Baker County one fully executed copy each of a mainteance and finance agreement between the State Highway Commission and Baker County covering the Powder River Bridge Section of FAS 511.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
V. R. JONES

December 12, 1958

NOTED

Baker County Court
Courthouse
Baker, Oregon

FAS 511
Baker Co.

NOTED
John F. Hagemann

NOTED
JOHN D. GRAH

Gentlemen:

This is to advise that Contract No. 5376 was awarded on December 11 to Bechtel Brothers for construction of the Powder River Bridge on FAS 511. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

A

RECEIVED
DEC 12 1958
FOR FILING

2-404 (3)

5376

December 12 1958

Bechtel Bros.
P. O. Box 792
LaGrande, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5376 for bridge construction and grading on Richland-South Road southwesterly from Richland in Baker County.

This award was based on your bid of $41,597.50 which was the low bid submitted to the Commission the 12th of November, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

NOTED
V. R. JONES

Salem, Oregon
December 5, 1958

FAS Project Agreements
Baker County

Mr. P. M. Stephenson
OFFICE

NOTED
John F. Hagemann

Attached are three copies of a finance agreement covering the Powder River Bridge Section of FAS 511 in Baker County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Commission on June 19, 1958.

John D. Graham
Office Engr., County & City Relations

JDG:cg
Att.

NOTED

NOTED
C. G. SWENSON

12-3-58

Oregon Project S-[illegible](2)
FAS 511

RESOLUTION

WHEREAS, a county road in Baker County, State of Oregon, known as the Richland-South County Road, is routed through the County of Baker, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Baker County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station 0+50 north of the Powder River southerly to highway engineer's survey station [illegible]+00 south of the Powder River.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Baker will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Baker County, Oregon, that no encroachments will be permitted on the county road known as the Richland-South County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Baker County, Oregon, this 3rd day of Dec, 1958.

By:

County Judge

County Commissioner

County Commissioner Gill C. Wright

ATTEST: Frank A. Young
County Clerk

cc-12(1956)

Form A-130—10M—0-58

NOTED
John F. Hagemann

INVOICE
Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

RECEIVED
NOV 25 1958
COUNTY & C

Baker County
Baker, Oregon

Attn: County Court

Invoice No. 58451

Date November 25, 1958

Your Req. No.

Billing Request No. cc 455

Credit Distribution: 501-1035-297

Advance Deposit	9,360.00
Partial transfer county's share total cost of Powder River Bridge, FAS 511.	6,360.00
To be retained	$3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Required with Request: $________________
By ________________________

State Printing 13107

NOTED
V. R. JONES

[illegible]

November 24, 1958

Baker County Court
Courthouse
Baker, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

This is to acknowledge receipt of a check, endorsed by the Baker County Court, from the Idaho Power Company payable jointly to Baker County and the Oregon State Highway Commission in the amount of $21,160. This check together with $16,000 already on deposit makes a total advance deposit from Baker County of $37,160 in connection with the Eagle Creek and Powder River Bridges on FAS 511.

Contract No. 5373 has been awarded to Bechtel Bros. for constructing the Eagle Creek Bridge and a contract for the Powder River Bridge will be awarded at the regular Highway Commission meeting on December 11. A copy of contract No. 5373 will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED

Salem, Oregon
November 24, 1958

Advance Deposits
Baker County

Mr. C. H. Maison
OFFICE

NOTED
JOHN D. GRAHAM

Attached is a check from Idaho Power Company payable jointly to Baker County and the Oregon State Highway Commission in the amount of $21,160. This check together with $16,000 already on deposit by Baker County represents the county deposit required in connection with the Eagle Creek and Powder River Bridges upon which bids were received November 12.

The deposits are as follows:

Eagle Creek Bridge, FAS 511, DS project	$27,800
Powder River Bridge, FAS 511, S project	9,360
Total....................	$37,160

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. G. S. Paxson
Mr. Ivan Merchant

NOTED
C. G. SWENSON

NOTED
[illegible] G. Ayers

November 12, 1958

Baker County Court
Courthouse
Baker, Oregon

NOTED
V. R. JONES

NOTED
JOHN D. C[illegible]

Gentlemen:

On December 12 a satisfactory bid was received from Bechtel Bros. of La Grande for constructing the Eagle Creek and Powder River Bridges on FAS 511. As per the agreements between the County and State the following advance deposits are required prior to award of contracts:

5373
501-1074

Eagle Creek Bridge (DS Project)			
Bid Items	$44,163.00		
12-1/2% Engineering & Contingencies	5,520.38		
Estimated Total Cost	$49,683.38		
Advance Deposit			
5% of $23,000	$ 1,150.00		
100% of balance	26,683.00		
Total	$27,833.00	or say	$27,800
Already on deposit			16,000
Cash deposit required			$11,800
Powder River Bridge (regular FAS)			
Bid Items	$41,597.50		
12-1/2% Engineering & Contingencies	5,199.69		
Estimated Total Cost	$46,797.19		
Advance Deposit of 20%			$ 9,360

501-1235
#5376

Please make the above deposits by means of checks or warrants totaling $21,160 payable to the Oregon State Highway Commission, forwarding same to this office. As the DS project must be awarded before the end of this month it would be appreciated if the deposit for the Eagle Creek Bridge could be forwarded so as to reach this office not later than November 21.

A contract for the Powder River Bridge will be awarded at the regular Highway Commission meeting on December 11 and 12 and the deposit for this project should be forwarded by December fifth.

Very truly yours,

W. C. Williams
State Highway Engineer

Recd.
11/20/58

JFH:cg

By John F. Hagemann
Assistant County & City Relations Engineer

NOTED
Harold C. Ayers

November 3, 1958

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Powder River Bridge Section of FAS 511 upon which bids will be received November 12.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $50,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than November 12.

Very truly yours,

W. C. Williams
State Highway Engineer

JOHN D [illegible]

By

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
Harold C. Ayers

October 14, 1958

Baker County Court
Courthouse
Baker, Oregon

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

Gentlemen:

Attached are three option forms in quadruplicate covering the right-of-way to be acquired in connection with construction of the Powder River Bridge on FAS 511 in Baker County.

If the option forms are used in acquiring the right-of-way, please return one signed copy to this office. If the forms are not used please advise this office when all right-of-way has been obtained and also of any conditions which might affect the project.

Under separate cover we are forwarding four prints of Map No. 10-C-33-3 covering the right-of-way for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED

MEMO TO J. W. NASH
10/6/58

FAS 511, BAKER COUNTY

TERMINI: Bridge and road approaches over the Powder River located approximately 2 miles south of the junction of Richland of FAS 511 with FAS 505.

PROPOSED WORK: Grade and drain only and one concrete bridge 150' long.

LENGTH: 0.13 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$50,000	$30,000	$10,000	$10,000 (Co.)

EXISTING FACILITY
ROADWAY: 16' wide light gravel wearing surface on 22' wide roadbed.
STRUCTURE: 120' long steel thru truss, H.C. 17'-0", H-8.

ADJACENT SECTIONS: 16' wide light gravel wearing surface on 22' roadway.

PROJECT DATA: Construct a 150' long reinforced concrete structure having a horizontal clearance of 24'. Grade and drain road approaches. The project will be on a revised location adjacent to and immediately down stream from the existing bridge.

ROW WIDTH:	60' minimum.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	" "
UNUSUAL OR COMPLICATED SITUATIONS:	None.

Route data submitted under Oregon Project S-404(1).

NOTED
JOHN L

JFH:mm

NOTED
G. SWENSON

NOTED
Harold C. Ayers

September 23, 1958

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Dear Judge Rea:

Enclosed is a print of the vicinity map for the revised location of the Powder River Bridge on FAS 511. If this location is satisfactory we will proceed with the design of the structure and grading of the road approaches. Also, right-of-way descriptions will be forwarded as soon as they can be prepared.

After our telephone conversation yesterday re the Eagle Creek Bridge, I contacted the bridge division and they are going to include removal of the existing abutments and excavation as required between the new and old bridge ends. Our specifications will also provide that those pieces of the old abutments which are suitable will be placed on the end slopes as riprapping.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
August 29, 1958

Powder River Bridge
FAS 511, Baker County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Attached is a copy of a letter to Judge Rea of Baker County confirming a request by the Judge that we include grading the road approaches to the subject named bridge in the FAS project.

The bridge division advises that the field data for this project has been or is being returned to the division office to be resurveyed on a revised line approximately 30 feet downstream from the existing bridge. This will permit use of the existing bridge during construction.

I advised Mr. Bickmore by 'phone this date that the county wished the grading to be included in this project.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
G. SWENSON

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 29, 1958

C
O
P
Y

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon

Dear Judge Rea:

Confirming our telephone conversation this date, the bridge projects programmed on FAS 511 will be handled as follows:

Br. #5373 - Eagle Creek Bridge, DS Project - This will be as originally programmed with the federal aid project to include the structure only. Baker County will construct required road approaches with county forces.

Powder River Bridge, Regular FAS project - The FAS project will be for the structure and grading of the road approaches to a roadbed width of 34'. Baker County will place base and wearing surface with county forces. In addition to the $24,000 of fiscal year 1959 funds programmed for this project additional fiscal year 1960 FAS funds available to Baker County will be utilized as required.

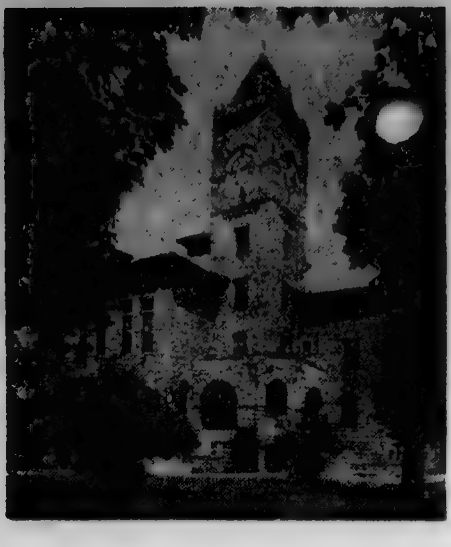
Very truly yours,

W. C. Williams
State Highway Engineer

By

/S/ John F. Hagemann
John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
cc: C. S. Parson
Tom Edwards
Ivan Merchant
V. G. O'Neil
Frank Hall
A. F. Parson



LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

NOTED
Harold C. Ayers

August 16, 1958

Vernon Jones
County - City Relations Department
State Highway Commission
Salem, Oregon

Dear Mr. Jones:

I discussed the proposition of moving the Powder River bridge down stream thirty feet with the roadmaster and one of the county commissioners. It is agreeable with us and we will start now discussing the right-of-way with the owners of the land.

We feel that we will be able to handle the hauling of the fill material that will be required at each end of the bridge, but I hope that if we find in the future that we will not be able to that we might include it in the contract.

I would appreciate hearing from you on this matter of the fill material. If you have a dead line that you must make to know for sure if Baker County can haul the fill material, please give us another opportunity to notify you.

Sincerely yours,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

NOTED
C. G. SWENSON

RECEIVED
AUG 18 1958
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AUG 19 1958

Oregon Centennial *1959* Frontier of the Future

NOTED
Harold C. Ayers

Salem, Oregon
July 15, 1958

Baker County Advance Deposit

Mr. C. H. Maison
OFFICE

NOTED
John F. Hagemann

NOTED
V. R JONES

Attached is a warrant in the amount of $16,000 payable to the Oregon State Highway Commission from Baker County. This $16,000 is to be retained in the advance deposit fund and applied towards the deposit which will be required in connection with the Eagle Creek and Powder River Bridges on FAS 511 which will be up for bid in the near future.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

5-8-58

PROPOSED PROJECT
BAKER COUNTY

FAS 511 - Powder River Bridge, $24,000. This bridge is located approximately 2.1 miles south of the junction in Richland of FAS 511 with FAS 505.

The proposed project is to replace the existing 120' long steel through-truss with a new structure having a roadway width of 24'. The federal-aid project will be for the structure only, including removal of the existing bridge. The steel in the existing bridge is to be stockpiled at the site for county use. No match-marking or care in the removal of this steel need be exercised as the county plans to use it for shop scrap. Provisions for traffic will be required; however, the county has not yet decided whether it will provide a detour or if our contractor will be required to do so.

The $24,000 programmed represents the presently estimated balance of fiscal year 1959 FAS funds available to Baker County. Baker County will furnish all costs in excess of these available funds.

It may be desirable to combine this bridge with the Eagle Creek Bridge (DS project) under one contract.

Approved 6-17-58

5/8/58
(58-d)

F-109(9) Davis Slough Sec. of Ore. 1958
Coast Hwy.
#5377

RECEIVED
V 11 1961

FOR FILING

5377

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

SUBJECT: Before and After Traffic
Comparison, Davis Slough-
Bandon Section, Oregon
Coast Highway

To: G. S. Paxson
Assistant State Highway Engineer
Office

We have recently completed a comparison of traffic on the subject section, and felt that you would be interested in the results.

You will note from the figures that the estimates of anticipated traffic are slightly less than the actual volumes recorded after the section opened. The estimates, however, were for the period approximately five years before volumes were actually recorded on the section. Allowance for growth for this five-year period would indicate substantial agreement between estimates and volumes actually recorded.

F. B. Crandall
F. B. Crandall
Traffic Engineer

RCB:mp/dk
Attachment
cc: W. C. Williams)
Forrest Cooper)
P. M. Stephenson) Attach.
Tom Edwards)
Frank Morgan)
C. G. Polk)

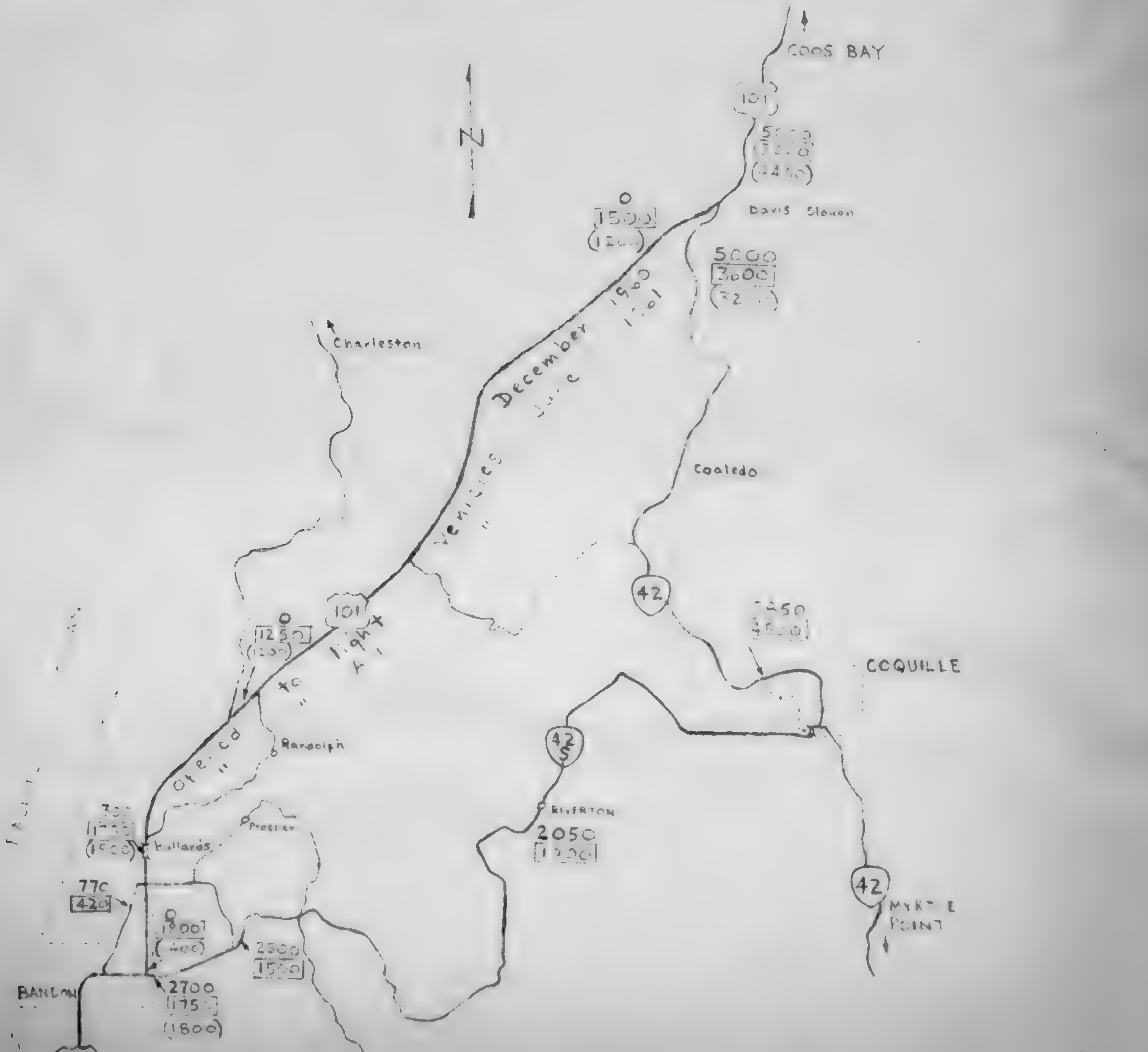
RECEIVED
11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, DAVIS SLOUGH – BANDON SECTION
BEFORE AND AFTER CONSTRUCTION OF OREGON COAST HIGHWAY US 101

100 [illegible] BEFORE DAVIS SLOUGH – BANDON CONSTRUCTION
[100] [illegible] AFTER DAVIS SLOUGH – BANDON CONSTRUCTION
(100) [illegible] ESTIMATE PRIOR TO CONSTRUCTION

November 19[illegible]


COOS BAY
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5000
(4400)
Davis Slough
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[1500]
5000
[3000]
Opened to Vehicles December 1960
Charleston
Coaledo
42
COQUILLE
101
0
[1250]
Opened to Traffic ... 1961
Randolph
42S
RIVERTON
2050
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42
MYRTLE POINT
Bullards
Prosper
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2500
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BANDON
2700
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(1800)
101
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RECEIVED
SEP 1 1961
FOR FILING

5377

August 31, 1961

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Wn.

Gentlemen:

A post-final payment in the amount of $2,537.42 will be made to Coos Bay Dredging Company, Inc., on Contract #5377, for structure, grading and paving the Davis Slough Section of the Oregon Coast Highway in Coos County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $652,913.68, including the post-final payment. Of the total, $14,591.21 is for force account work.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seaboard Surety Company
100 William Street
New York 38, N. Y.

Coos Bay Dredging Co., Inc.
P. O. Box 217
Coos Bay, Oregon

fp

NOTED ON CARD

July 10, 1961

NOTED
W. C. WILLIAMS

Davis Slough Section
Contract No. 5377

FINAL COST ANALYSIS

Structure, Grading and Paving
Contractor: Coos Bay Dredging Co.
Resident Engineer: B.D. Johnson

Prefix No. 6-1080
Project No. F-109(9)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	21,125.00		21,125.00	21,125.00
Pavement Removal	1,034.1	Sq.Yd.	0.60	0.45	467.42	620.46
Drainage Excavation	3,880.04	Cu.Yd.	3.00	3.00	11,640.12	11,640.12
General Excavation	308,453.7	Cu.Yd.	0.50	0.44	135,395.54	154,226.85
Short Overhaul	1,318,052.9	Yd.Sta.	0.02	0.016	20,583.51	26,361.06
Long Overhaul	44,394.2	C-Yd.Sta.	0.45	0.37	16,285.79	19,977.39
Finish R.B. & Slopes	100%	All	1,500.00		1,398.50	1,500.00
Rounding Cutbanks	4,992	Lin.Ft.	0.20	0.19	965.52	998.40
24" Asb.Prot.C.M.P.	990	Lin.Ft.	8.06	8.04	7,961.70	7,979.40
36" Asb.Prot.C.M.P.	284	Lin.Ft.	14.19	14.00	3,973.64	4,029.96
12" Concrete Pipe	279	Lin.Ft.	1.90	1.75	488.25	530.10
18" Concrete Pipe	60	Lin.Ft.	3.80	3.75	225.00	228.00
6" Mtl.Dr.Pipe., Unctd.	116	Lin.Ft.	1.40	1.19	137.49	162.40
8" Perf.Mtl.Dr.Pipe., Unctd.	8,044	Lin.Ft.	1.67	1.50	12,059.18	13,433.48
Extra for Pipe under Pvmt.	37.5	Lin.Ft.	6.10	4.00	150.00	228.75
Sp.Backfill in Drains	1,021.07	Cu.Yd.	6.45	5.50	5,615.69	6,585.90
Concrete Inlet Type "D"	1	Each	95.00	55.00	55.00	95.00
Metal Guard Rail	4,356.64	Lin.Ft.	2.54	2.54	11,065.87	11,065.87
Guide Post, one Reflector	35	Each	4.00	4.00	140.00	140.00
Guide Post, two Reflector	58	Each	4.50	4.50	261.00	261.00
1-1/2" Elec.Conduit	94	Lin.Ft.	2.00	2.00	188.00	188.00
Coarse Cr.Mat'l in Base	52,801.01	Ton	2.65	2.48	131,081.77	139,922.68
3/4"-0 Mat'l in Base	6,818.17	Ton	3.20	2.69	18,373.08	21,818.14

FINAL COST ANALYSIS - Contract No. 5377
Davis Slough Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	172	M-Gal.	2.50	1.72	295.38	430.00
Preparation of Base	100%	All	1,115.58		771.22	1,115.58
3/4"-0 Mat'l in Binder Course	442.6	Ton	4.75	4.75	2,102.35	2,102.35
Furnish & Place Aggregate	1,114.42	Ton	5.06	5.06	5,638.97	5,638.97
RC-3 Asphalt	45.66	Ton	51.75	51.75	2,362.91	2,362.91
200-300 Asphalt	69.83	Ton	43.14	43.14	3,012.47	3,012.47
RS-1 Asphalt	22.73	Ton	44.00	44.00	1,000.12	1,000.12
Asph. Conc. Mixture	6,237.51	Ton	7.13	7.13	44,473.45	44,473.45
Asph. Conc. Traffic Markers	372.8	Lin. Ft.	1.10	1.10	410.08	410.08
Furnish Treated Timber Piling	12,080	Lin. Ft.	1.50	1.50	18,120.00	18,120.00
Drive Piles	151	Each	67.50	67.50	10,192.50	10,192.50
Class "A" Concrete	763	Cu. Yd.	72.00	72.00	54,936.00	54,936.00
Metal Reinforcements	196,000	Lbs.	0.13	0.13	25,480.00	25,480.00
Treated Lumber & Timber	18.164	MFBM	350.00	350.00	6,357.40	6,357.40
PA#1 85-100 Asph. in Mix.	362.38	Ton	37.50	37.50	13,589.25	13,589.25
PA#2 1" Galv. Pipe	380.6	Lin. Ft.	0.59	0.59	224.55	224.55
PA#3 18" Asb. Prot. C.M.P.	30	Lin. Ft.	6.50	6.50	195.00	195.00
PA#6 Purch. Excess 8" Perf. Mtl. P.	2,354	Lin. Ft.	1.06	1.06	2,495.24	2,495.24
PA#6 Purch. Excess 8" Perf. Band	91	Each	1.27	1.27	115.57	115.57
PA#6 Purch. Exc. 24" As. Prot. CMP	20	Lin. Ft.	5.42	5.42	108.40	108.40
PA#6 Purch. Exc. Oil Aggregate	11	Cu. Yd.	2.65	2.65	29.15	29.15
PA#6 Haul Exc. Oil Aggregate	11	Cu. Yd.	2.185	2.185	24.04	24.04
PA#7 Move In & Handle Cost	100%	All	254.06		254.06	254.06
Force Account					12,297.85	14,591.21
					604,123.03	650,376.26

Gross Revenue	$ 650, 376. 26
Total Cost	604, 123. 03
Net Profit	$ 46, 253. 23

Net Profit equals 7.1% of Gross Revenue

DETAIL OF COSTS - Contract No. 5377

Labor:				
Supervision			$ 4,000.00	
Labor			96,355.69	
Labor Insurance			8,758.73	
Health, Welfare and Pension			3,545.89	$ 112,660.31
Materials:				
24" Asb. Prot. CMP	990 Lin. Ft.	@ $5.30	5,247.00	
24" Asb. Prot. Bands	49 Each	@ $5.30	259.70	
36" Asb. Prot. CMP	284 Lin. Ft.	@ $10.38	2,947.92	
36" Asb. Prot. Bands	14 Each	@ $10.38	145.32	
12" Concrete Pipe	279 Lin. Ft.	@ $0.85	237.15	
18" Concrete Pipe	60 Lin. Ft.	@ $2.05	123.00	
6" Mtl. Dr. Pipe	116 Lin. Ft.	@ $0.74	85.84	
6" Mtl. Bands	5 Each	@ $1.05	5.25	
8" Perf. Mtl. Dr. Pipe	8,044 Lin. Ft.	@ $1.06	8,526.64	
8" Perf. Mtl. Bands	402 Each	@ $1.27	510.54	
Sp. Backfill Mat'l	1,021 Cu. Yd.	@ $4.00	4,084.28	
Timber Piling and Treated Lumber			15,298.95	
Class "A" Concrete	763 Cu. Yd.	@ $39.87	30,420.95	
Metal Reinforcements	196,000 Lbs.	@ $0.092	18,036.88	
Coarse Cr. Mat'l in Base	52,801.01 Ton	@ $1.20	63,361.21	
3/4"-0 Cr. Mat'l in Base	6,818.17 Ton	@ $1.30	8,863.62	
3/4"-0 Binder & Oil Aggregate			3,993.32	
1-1/2" Elec. Conduit	94 Lin. Ft.	@ $0.89	83.66	162,231.23
Equipment Rentals and Miscellaneous Supplies:				
Equipment Rental, Owned			92,375.60	
Equipment Rental, Hired			62,173.41	
Gas, Oil and Grease			17,495.50	
Bond			2,679.90	
P.L. and P.D. Insurance			1,004.45	
P.U.C.			375.50	
Move In, Freight and Cartage			747.10	
Small Tools and Misc. Supplies			655.80	
Amt. paid Bay Pavers for Class "B"			58,512.31	
Amt. paid J. C. Denton for Guard Rail			11,720.93	
Amt. paid Robert Matthews for Clearing			21,125.00	
Amt. paid Berry Cr. Constr. Co., for Oiling			14,116.82	
Amt. paid Ben Shepherd for installing Pipe, Inlet & Dr. Excav.			21,184.40	
Amt. paid Hillstrom for driving Piling			9,301.60	
Home Office and General Overhead			15,763.17	329,231.49
		TOTAL COST		$ 604,123.03

Remarks - Contract No. 5377

This was a "Federal Aid Primary Project" calling for structure, grading and paving of 1.24 miles of highway roadbed on the Davis Slough Section of the Oregon Coast Highway in Coos County.

The contract was bid November 12, 1958, awarded December 11, 1958. Work started December 18th and the project was completed November 7, 1960.

The clearing and grubbing was subcontracted, at bid prices, to Robert Matthews who moved in a D-8 cat and dozer and a crew of four men on December 18th, worked one day the first week and two and a half days the second week. The clearing was completed June 13, 1959. The clearing consisted of dense brush with a few alder and spruce trees and was through a swamp making it difficult to clear. Fair progress was made on the clearing.

The drainage excavation and the installation of all the culvert was done by B.F. Shepherd. The contractor furnished all the culvert pipe. Good progress was made on the installation of the culvert pipe.

The contractor, with the assistance of the Hillstrom Shipbuilding Company, started driving piling for the bridge January 20, 1959. The bridge was completed May 4, 1959.

The contractor started the excavation on May 18, 1959 using five Model "C" Tournapulls, one D-8 push cat, one D-8 cat and dozer, one 1-1/2-cubic yard drag-line shovel, one cat #977 with front end loader, one cat #12 blade, and four 10-cubic yard hired trucks. The excavation progressed slowly at times due to the wet material in the cuts, but most of the material was easy to move resulting in a good profit on the excavation.

The contractor hired Central Paving Company to do the crushing of the base and 3/4"-0 rock from the contractor's quarry near Coos River. The material was hauled with sixteen to seventeen hired trucks and processed with the contractor's equipment. A good profit was realized on the crushing.

The furnishing and placing of the binder, placing of the aggregates, and furnishing and placing of the asphalt was done by the Berry Creek Construction Company at bid prices.

The Class "B" asphaltic concrete was mixed and placed by the Bay Pavers, Inc., of Coos Bay at bid prices. Good progress was made on the paving item.

J.C. Denton & Sons furnished and installed the metal guard rail and the metal guide posts at bid prices.

The contractor had good bid prices, fair equipment, and good supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst By George Kayser

RECEIVED
JUN 29 1961
FOR FILING

[illegible]

5377

June 2[illegible], 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The horizontal drain installation work on the Davis Slough Section of the Oregon Coast Highway, Contract No. 5377, being done under State Force Order No. 2 was completed on June 5, 1961.

This information was verbally requested by Mr. Martin of your office in order to expedite the final Bureau acceptance of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

FBK:jw fn

FORM 2-30 50M 3-61 54897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 23, 1961

SUBJECT: Davis Slough Section
Oregon Coast Highway
Contract 5377

To: Tom Edwards
Construction Engineer
Salem, Oregon

We have now completed the horizontal drain installation on the Davis Slough Section of the Oregon Coast Highway, Contract 5377, State Force Order #2. This work was completed on June 5. The Bureau of Public Roads has requested that they be advised when the work is completed.

A copy of Mr. Olsen's letter of transmittal is enclosed.

L R Chandler
L. R. Chandler
Asst. Division Engineer

LRC:ds
encl.

CONSTRUCTION DIVISION
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JUN 26 1961
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REFERRED TO
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By Const

FORM E-30X 90M 2-60 24119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 7, 1961

SUBJECT: Davis Slough Section
Oregon Coast Highway
Horizontal Drains

To: F. D. Morgan
Division Engineer
OFFICE

On Monday, June 5, 1961, we completed the horizontal drain installations on the Davis Slough Section. If it meets your approval as being complete, a Mr. Martin of the Bureau of Public Roads left word that his office should be notified when this work was complete.

When we completed on June 5, 1961, we had drilled forty-three horizontal holes and installed pipe in them, three being destroyed by slides. In the remaining forty we had flows of water of 266 gallon per hour. On April 18, 1961, I checked the flow on thirty-five holes that we had at that time and we had a flow of 632.5 gal. per hour indicating quite a change with the season.

When the Accounting Division gets the costs from the June Time Statement, Equipment Report and Per Diem, the total costs on Prefix 6-1080-233 should be completed.

Raymond R. Olsen
Raymond R. Olsen
Division Soils Engineer

RRO:ds
cc: B. D. Johnson
cc: Harry Oswald

RECEIVED
MAY 29 1961
FOR FILING

F-109(9)
5377

I

May 26, 1961

3.846

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Davis Slough Section
Oregon Coast Highway
Project F-109(9)
Coos County

Dear Mr. Polk:

Our specification for aggregates and asphalt in asphaltic concrete paving mixtures is based on many years of experience using a large variety of aggregates. The specification thus derived fits a large proportion of the aggregates available within the state.

Where aggregates cannot be obtained at reasonable cost, we modify the specification to fit the available aggregates after laboratory testing to determine the most suitable mix. While such a modification was not made on the above project, the adjacent project, F-109(10), which was let at a later date was modified.

We are in complete agreement with you that a modification of our asphaltic concrete mixture specification can be made where conditions dictate, and expect to continue this practice on future projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. G. W. Harra
CHB:fp ms

PLEASE RETURN TO
FORREST COOPER

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. I ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 4, 1961

CG Polk

FROM : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

SUBJECT: Oregon Project F-109(9), Davis Slough Section
Oregon Coast Highway

Reference is made to AC pavement record samples for the subject project and to our letter of August 17, 1960 in which we discussed the results of record sampling of the base surfacing materials on this and other projects.

As indicated in our letter of August 17, depths of the coarse base surfacing on the subject project were, generally, adequate. Test reports indicate that some degradation of materials occurred during placing operations and compaction was fairly poor on the outer portions of the roadbed. Measured depths of the leveling course base surfacing indicated adequacy in that respect and test reports showed the materials met specified grading requirements.

Test reports of 6 samples of completed asphaltic concrete pavement shows the following results:

Edw - Draft
Porter

	Total Depth		Ave. Rel. Comp.	
Station	Plan	Actual	Plan	Actual
314+00 (NR)	3.5	3.4	92	93.2
314+00 (NL)	3.5	3.3	92	93.4
328+50 (R)	3.5	4.1	92	94.4
341+50 (R)	3.5	3.2	92	93.2
C-326+50 (R)	3.5	3.4	92	90.4
L_2-339+00(L)	3.5	3.0	92	93.3

Twenty-seven samples of the AC mixture were tested for gradation of aggregates and asphalt content. Fourteen of the tests indicated there were excess amounts, ranging from 0.1% to 6.5%, of material retained on the No. 4 sieve. One sample was 6.4% below the specified minimum limit for material passing the No. 10 and retained on the No. 40 sieve. All samples were deficient by from 1.0% to 1.8% of materials meeting the specified minimum requirements of 3% passing the No. 80 and retained on the No. 200 sieve. All samples were deficient in materials passing the No. 200 sieve in amounts ranging from 0.1% to 1.6% below the minimum specified requirement of 3%. Nine samples were deficient in asphalt content of from 0.1% to 0.5% below the minimum specified requirement of 5%.

Inasmuch as the variations from planned depth of the pavement are within reasonable tolerances and the deficiency in materials retained on and passing the No. 200 sieve, and the deficiency in asphalt content tend only to provide a more open graded mix than was specified without actually affecting the quality of the pavement, we are accepting the project for full Federal participation in the cost thereof.

We are fully aware of the difficulties encountered in obtaining materials, at a reasonable cost, which meet your present specifications in all respects in certain localities of the State and especially in most of the coastal area. It is recommended that you seriously consider modifications of your present specifications for surfacing and paving aggregates, on an individual project basis, to better fit the materials which are reasonably economically available and intended for use on the projects.

May we please have your comments?

RECEIVED
[illegible] 1961
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1961
FOR FILING

F-109(9)

5377

April 4, 1961

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $13,916.17 which was filed with the Secretary of State on March 31, 1961, by Central Paving Company for crushed rock materials furnished to Coos Bay Dredging Co., Inc.

This appears to be in connection with State Highway Contract No. 5377 with Coos Bay Dredging Co., Inc., for structure, grading and paving on the Davis Slough Section of the Oregon Coast Highway in Coos County.

We provide this information as your company appears as agent for the surety, Seaboard Surety Co., which provided the performance bond on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

NOTED ON CARD
lc

Coos Bay Dredging Co., Inc.
P. O. Box 217
Coos Bay, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 31, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Fred W. Calef, Attorney at Law, 174 C Street, Independence, Oregon and filed as of this date a notice of claim by Central Paving Co., Independence, Oregon Against Coos Bay Dredging Co., for crushed rock materials furnished and delivered by Central Paving Co., for use upon and which were used in the construction work performed by the Coos Bay Dredging Co., in the sum of $13,916.17 against the Coos Bay Dredging Co. and against Seaboard Surety Co., through Hansen and Rowland, 609 Henry Building, Portland, its general agents, surety, for the work of grading and paving the Davis Slough Section of the Oregon Coast Highway, under State Highway Contract No. 5377.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
APR 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

[illegible]

NOTICE OF CLAIM AGAINST BOND

Central Paving Co., an Oregon corporation,

Claimant,

v.

Coos Bay Dredging Co.,

Defendant.

To the Honorable Howell Appling, Jr., Secretary of State for the State of Oregon, and the State of Oregon, acting through its State Highway Commission:

NOTICE IS HEREBY GIVEN that the undersigned Central Paving Co., an Oregon corporation having its principal office at Independence, Oregon, has a claim against Coos Bay Dredging Co., an Oregon corporation, for crushed rock materials as follows:

Item No.	Item	Estimated Quantity
23	Coarse Crushed Material	42,400 Tons
24	3/4" - 0 Crushed Material	4,900 Tons

Said materials were furnished and delivered by the undersigned Central Paving Co. at the stockpile at the Coos River quarry site of the said Coos Bay Dredging Co. in Coos County, Oregon, for use upon and which were used in the construction work performed by the said Coos Bay Dredging Co. in the public contract hereinafter described. There is a balance due, owing and unpaid for said material in the sum of THIRTEEN THOUSAND, NINE HUNDRED SIXTEEN AND 17/100 DOLLARS ($13,916.17) and the undersigned has a claim therefor against said Coos Bay Dredging Co. and against Seaboard Surety Co., through Hansen and Rowland, of 609 Henry Building, Portland, Oregon, its general agents, as surety for the said Coos Bay Dredging Co., on its official performance bond, for the work of grading and paving the Davis Slough Section of the Oregon Coast Highway, in Coos County, Oregon, under Oregon State

RECEIVED
MAR 3 1 1961
HOWELL APPLING,
SECRETARY OF STATE

Highway Contract No. 5377, between the State of Oregon acting by and through its State Highway Commission and the said Coos Bay Dredging Co., as contractor.

Dated this 4th day of February, 1961.

CENTRAL PAVING CO.

By: George A. Lindahl
Vice-President

STATE OF OREGON, }
} ss.
County of Polk. }

I, George A. Lindahl, being first duly sworn upon oath do say that I am the Vice-President of Central Paving Co., the claimant corporation herein, that I have personal knowledge of the facts set out in the above claim and that said claim is true as I verily believe.

File #3805

FILED
MAR 31 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

George A. Lindahl

Subscribed and sworn to before me this 4th day of February,

FRED W. CALEF

Fred W. Calef
Notary Public for Oregon
My commission expires: October 7, 1962.

RECEIVED
FORM E-123 5M 10-58
MAR 1 1961

F-109 (9)

5377

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 27, 1961

C.G. POLK
Division Engineer
Bureau of Public Roads
Salem, Oregon

Subject: Davis Slough [illegible] Project
Test Results

NOTED
G. S. PAXSON

Dear Mr. Polk:

Analysis of Laboratory records of tests on samples taken during construction of the Davis Slough Project provides the following data:

Average results of tests on samples of base material:

	Base surfacing 2" - 0	Leveling 3/4 -0	Combined on basis of Engineer final report	Samples taken from roadway
Los Angeles abrasion	35.5(10)	34.8(4)	35.4	31.8(1)
Plastic Index Natural Fines	5.0(21)	3.2(8)	4.8	9.0(6)
Liquid Limit Natural Fines	25.0(21)	23.0(8)	24.8	26.0(6)
Percent Retained on 1"	24.5(18)		22.0	16.3(6)
Percent Retained on 3/8"		20.7(8)		
Percent Passing ¼"	33.0(18)	52.1(8)	35.0	42.5(6)
Percent Passing 40	5.6(18)	8.6(8)	5.9	8.1(6)
Plastic Index Degraded Material	4.0(1)-This sample had a P.I. of 2 on natural fines			
Liquid Limit Degraded Material	28.0(1)			

The figures in the third column are a combination of the 2" - 0 and 3/4" - 0 on the basis of the total tonage of each placed on the road. The figures in parentheses are the number of samples obtained.

The divergence of test results on the Bureau of Public Roads record samples, taken after the job completion, and the Laboratory record samples, taken during construction, is as would be expected when the characteristics of the quarry rock used are considered. The high borderline abrasion test results would indicate that considerable degradation would occur during construction by construction equipment. Such degradation would decrease the quantity retained on the 1" screen and increase the quantity passing both the ¼" and the #40 screens. Also, the quality of degraded fines, by Laboratory test on the native querry rock, increased from a P.I. of 2 on the natural fines to a P.I. of 4 on the degraded fines. This is quite in line with the increase in P.I. from 4.8, on fines prior to construction but after crushing, to a P.I. of 9 on fines after degradation by construction equipment.

Very truly yours,

G W Harra

G.W. HARRA
Engineer of Materials

GWH:vs

c.c. G.S. Paxson

RECEIVED
FEB 3 1961
FOR FILING

F-109[illegible]

5377

February 3, 1961

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5377 for structure-grading-paving on the Davis Slough Section of the Oregon Coast Highway in Coos County was completed by the contractor, Coos Bay Dredging Co., on November 7, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $22,096.69 will be released to the contractor on or after February 13, 1961. The total contract amount is $650,376.26, of which amount $14,591.21 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

CC: Coos Bay Dredging Co. Inc.,
P. O. Box 217
Coos Bay
Oregon

RECEIVED
JAN -5 1961
FOR FILING

7-109 (9)

5377

January 4, 1961

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coos Bay Dredging Co. Inc., on contract #5377 for structure-grading-paving on the Davis Slough Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $17,278.62, will be released to contractor on or after January 13, 1961. The retained percentage is $18,980.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: Coos Bay Dredging Co. Inc.,
P. O. Box 217
Coos Bay, Oregon

RECEIVED
DEC 19 1960
FOR FILING

F-109(9)

5377

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 7, 1960, on Contract No. 5377, Davis Slough Section, in Coos County, in connection with Federal Aid Project No. F-109(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
DEC 2 - 1960
FOR FILING

1 119(4)

5377

December 1, 1960

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Coos Bay Dredging Co. Inc., a portion of the funds heretofore retained by the Commission on contract #5377 for structure-grading-paving the Davis Slough Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $37,706.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $18,121.27. The present payment will be released on or after December 9, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

CC: Coos Bay Dredging Co. Inc.,
P. O. Box 217
Coos Bay
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1960

Section Davis Slough

Kind of work Grading, Paving, Structure

Highway Oregon Coast County Coos

Section prefix 6-1080

Contractor Coos Bay Dredging Co.

Contract number 5377

Date of contract Dec. 11, 1958

Specified work days 200

Date work started Dec. 18, 1958

Work days used 195

Project authorization $784,037.48

Exclusive of engineering $728,283.70

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $695,458.18

Estimated per cent ~~overrun or~~ underrun -4.5 %

Per cent of contract completed, based on estimated cost 91 %

Engineering authorization $55,753.78

Engineering cost to date $63,162.52, 113 %

Date project was completed November 7, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity by contractor this week as his work has been completed.

The crew is assembling data for the semi-final estimate.

State drill crew moved in; commenced work Friday on horizontal drains in "B" line cut, station 325.

NOTED

Noted
M. N. Juve

RECEIVED

Signed B. D. Johnson B. D. Johnson

Address Box 496 North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.31	2.31		2.31	2.31
Miles partially completed	2.31	2.31		2.31	2.31
Miles completed	2.31	2.31		2.31	2.31
Total estimated quantities (contract)	394,700	47,300		Agg. 1,285 Oil 492	6,100
Total quantities corrected to date	300,000	59,619		Agg. 1,557 Oil 474	6,237
Estimated quantities moved or placed to date	300,000	59,619		Agg. 1,557 Oil 474	6,237
Average daily quantities	1,538	306		Agg. 8 Oil 2	32
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Rain		
Friday	Showers		
Saturday			

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OCT 31 1960
FOR FILING

[illegible]

5377

October 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-supplemental covering repair to fill slopes on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

Order for Extra Work No. 6 in the amount of $165.00 covering this fill repair was approved by the BPR September 13, 1960. More work than originally anticipated will be required to correct the failure.

This additional work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 23 1960
FOR FILING
F-109(9)

5377

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering clearing borrow area on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

This work is necessary to obtain borrow material to correct a slide in the counterbalance under Price Agreement No. 5. It will be necessary for the contractor to move in equipment for the clearing work, to break down the cut for the borrow area and extra clean up work which will be required.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP - 9 1960
FOR FILING
F-109(9)
5377

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the repair of fill failure on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

The fill between Stations L^2 342+50 and L^2 345 has failed under the rock surfacing. Immediate repair was necessary in order to complete the paving and has been done.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

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FOR FILING

5377

July 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering directional signing on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

Maintenance of lights and signs on detouring traffic has required more expenditure than estimated. The changing traffic pattern has also contributed to extra work and costs.

This supplemental order has been checked with and verbally approved by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

DBP:cr

RECEIVED
JUL 1960
FOR FILING

F-109(9)

July 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering clearing and breakdown of slides on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

It is necessary to do some clearing and pioneering on the slide area, Stations "B" 305+00 to "B" 309+50, in order to use normal earth moving equipment. The slide is to be removed under Price Agreement No. 4, at contract prices.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw

Enc.

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59
FOR FILING
F-109(9)

When replying, refer to
08-35.4-DB

5377

408 State Highway Bldg.
Salem, Oregon

October 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(9), Davis Slough
Section of Oregon Coast Highway,
State Contract No. 5377 - Order for
State Force Work No. 3, Seed and
Mulch Slopes.
Estimated cost $2,944
Federal Funds $1,820

Dear Sir:

Reference is made to your letter dated October 27, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

Orig Porter

NOTED
[illegible] COOPER

RECEIVED
OCT [illegible] 1959
FOR FILING

F 109(9)

5377

October 27, 1959

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,944.00, with Federal participation of $1,820.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBF:cr

RECEIVED
AUG [illegible] 1959

When replying, refer to
08-35.4

5377

408 State Highway Bldg.
Salem, Oregon

August 25, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(9), Davis Slough Section, Oregon Coast Highway, State contract No. 5377 - Order for State Force work. Installation of Horizontal Drains. Estimated cost $14,999. Federal Funds $9,150

Dear Sir:

Reference is made to your letter dated August 18, 1959 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Contract No. 5377 3-18-59

RECEIVED AUG [illegible] FOR FILING

Monthly Transaction No. 8-93	Fo[illegible]2 (9[illegible]1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Coos**
Project Report No. F109(9) **10**	FEDERAL-AID PROJECT AGREEMENT	Project No. **F-109(9)**

5377 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 5 miles south of Coos Bay, approx. N. end F-109(3), to N. end F-109(4)
(Davis Slough Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**8-28-58**	**---**
Rights-of-Way		
Construction	**10-28-58**	**1.3**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **856,525**	Federal funds $ **529,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 18, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Davis Slough Section, Project No. F-109(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Davis Slough Section, Project No. F-109(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. F-109(9)

DAVIS SLOUGH SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1959

Type Code P.E.

Preliminary Engineering	All Required	$5,000.00

Type Code 6201
Roadway (Sta. 299+00 to Sta. 370+00)(Contract No. 5377)

Clearing and Grubbing	All	Required		$21,125.00
Pavement Removal	1,700	sq yds.	$0.60	1,020.00
Drainage Excavation, Unclassified	3,000	cu. yds.	3.00	9,000.00
General Excavation, Unclassified	334,700	cu. yds.	.50	167,350.00
Short Overhaul	1,077,800	yd. stas.	.02	21,556.00
Long Overhaul	17,000	C-yd. stas.	.45	7,650.00
Finishing Roadbed and Slopes	All	Required		1,500.00
Rounding Cutbanks	9,000	lin. ft.	.20	1,800.00
24-inch Asbestos Protected Corrugated Metal Pipe	810	lin. ft.	8.06	6,528.60
36-inch Asbestos Protected Corrugated Metal Pipe	290	lin. ft.	14.19	4,115.10
60-inch Asbestos Protected Corrugated Metal Pipe	100	lin. ft.	35.30	3,530.00
12-inch Concrete Pipe	70	lin. ft.	1.90	133.00
18-inch Concrete Pipe	90	lin. ft.	3.80	342.00
6-inch Metal Drain Pipe, Uncoated	120	lin. ft.	1.40	168.00
8-inch Perforated Metal Drain Pipe, Uncoated	8,900	lin. ft.	1.67	14,863.00
Extra for Pipe under Pavement	30	lin. ft.	6.10	183.00
Special Backfill in Drains	1,100	cu. yds.	6.45	7,095.00
Concrete Inlets, Type "D"	2	only	95.00	190.00
Metal Guard Rail	7,800	lin. ft.	2.54	19,812.00
Guide Posts, One Reflector	50	only	4.00	200.00
Guide Posts, Two Reflectors	14	only	4.50	63.00
1½-inch Electrical Conduit	70	lin. ft.	2.00	140.00
Coarse Crushed Material in Base	42,400	tons	2.65	112,360.00
3/4" - 0 Material in Base	4,900	tons	3.20	15,680.00
Sprinkling	1,200	M-gals.	2.50	3,000.00
Preparation of Base	All	Required		1,115.58
3/4" - 0 Material in Binder Course	430	tons	4.75	2,042.50
Furnishing and Placing Aggregates	855	tons	5.06	4,326.30
RC-3 Asphalt	46	tons	51.75	2,380.50
200-300 Asphalt	58	tons	43.14	2,502.12
RS-1 Asphalt	18	tons	44.00	792.00

Asphaltic Concrete Mixture	6,100 tons	$7.13	$ 43,493.00
60-70 Asphalt in Mixture	370 tons	37.50	13,875.00
Asphaltic Concrete Traffic Markers	330 lin. ft.	1.10	363.00
Slide Removal			$490,293.70
Horizontal Drains	All Required		60,000.00
Seeding and Mulching	All Required		15,000.00
Flagging (57½% of Contractor's Cost)	All required		1,000.00
Signing	All Required		1,250.00
Work by Pacific Power and Light Co.	All Required		5,000.00
Move Water Line (Private)	All Required		6,100.00
	All Required		520.00
	Subtotal		$579,143.70
	10% Engr. & Cont		57,914.37
	Total		$637,058.07

Type Code X021
Davis Slough Bridge (Sta. 329+94 to Sta. 334+41)(Contract No. 5377)

Furnish Treated Timber Piling	12,080 lin. ft.	$1.50	$18,120.00
Drive Piles	151 only	67.50	10,192.50
Class "A" Concrete	763 cu. yds.	72.00	54,936.00
Metal Reinforcement	196,000 lbs.	.13	25,480.00
Treated Lumber and Timber	22 M-fbm	350.00	7,700.00
			$116,428.50

Type Code X221
Davis Slough Undercrossing (Sta. "D" 307+94.04)(Contract No. 5513)

Structural Excavation	350 cu. yds.	$6.00	$2,100.00
Furnished Treated Timber Piling	1,600 lin. ft.	1.35	2,160.00
Drive Timber Piles	64 only	35.00	2,240.00
Furnish Steel Piling Shells	1,000 lin. ft.	3.80	3,800.00
Drive Steel Pile Shells	20 only	70.00	1,400.00
Class "A" Concrete	All Required		44,170.00
Metal Reinforcement	All Required		22,351.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
			$78,541.00
	Subtotal		$194,969.50
	10% Engr. & Cont.		19,496.95
	Total		$214,466.45

Length of Roadway	1.243 Miles
Length of 2 Structures	0.083 Mile
Total Length	1.326 Miles
Cost of Roadway per Mile	$512,516.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	637,058.07	394,000.00	243,058.07
Structure	214,466.45	132,000.00	82,466.45
	$856,524.52	$529,000.00	$327,524.52

State Funds for Construction:	Chap. 175, Laws 1917 Chap. 31, Laws 1920 Chap. 529, Laws 1939
State Funds for Maintenance:	Chap. 529, Laws 1939

DAVIS SLOUGH SECTION

Project No. F-109(9)

Estimated Costs of Work by the Pacific Power and Light Co.

Transmission Estimate

Labor		$2,516.00
Materials		2,698.97
Equipment		2,930.00
Miscellaneous		130.00
Salvage Credit		568.00 cr.
	Total	$7,706.97
71.1% to be paid by State		$5,479.66

Distribution Estimate

Labor		$513.75
Materials		719.95
Equipment		51.38
Salvage Credit		628.85 cr.
	Total	$656.23
	Grand Total	$6,135.89
	USE	$6,100.00

Oregon State Highway Department

Federal Aid
Project No. F-109(9)

DAVIS SLOUGH SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 23, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 5,000.00

Type Code 6201
Roadway (Sta. 299+00 to Sta. 370+00)

Clearing and Grubbing	All Required	$	$ 25,000.00
Pavement Removal	1,700 sq. yds.	0.80	1,360.00
Drainage Excavation, Unclassified	3,000 cu. yds.	3.00	9,000.00
General Excavation, Unclassified	334,700 cu. yds.	0.45	150,615.00
Short Overhaul	1,077,800 yd. sta.	0.01	10,778.00
Long Overhaul	17,000 C-yd.sta.	0.40	6,800.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	9,000 lin. ft.	0.20	1,800.00
24-Inch Asbestos Protected Corrugated Metal Pipe	810 lin. ft.	12.00	9,720.00
36-Inch Asbestos Protected Corrugated Metal Pipe	290 lin. ft.	20.00	5,800.00
60-Inch Asbestos Protected Corrugated Metal Pipe	100 lin. ft.	40.00	4,000.00
12-Inch Concrete Pipe	70 lin. ft.	3.00	210.00
18-Inch Concrete Pipe	90 lin. ft.	4.50	405.00
6-Inch Metal Drain Pipe, Uncoated	120 lin. ft.	2.00	240.00
8-Inch Perforated Metal Drain Pipe, Uncoated	8,900 lin. ft.	2.50	22,250.00
Extra for Pipe Under Pavement	30 lin. ft.	3.50	105.00
Special Backfill in Drains	1,100 cu.yds.	6.00	6,600.00
Concrete Inlets, Type "D"	2 only	125.00 1.25	250.00
Metal Guard Rail	7,800 lin. ft.	3.00	23,400.00
Guide Posts, One Reflector	50 only	5.75	287.50
Guide Posts, Two Reflectors	14 only	6.75	94.50
1½-Inch Electrical Conduit	70 lin. ft.	1.75	122.50
Coarse Crushed Material in Base	42,400 tons	3.00	127,200.00
3/4" - 0 Material in Base	4,900 tons	3.20	15,680.00
Sprinkling	1,200 M-gal.	3.00	3,600.00
Preparation of Base	All Required		800.00
3/4" - 0 Material in Binder Course	430 tons	3.85	1,655.50
Furnishing and Placing Aggregates	855 tons	5.25	4,488.75

RC-3 Asphalt	46	tons	$ 55.00	$ 2,530.00
200-300 Asphalt	58	tons	53.00	3,074.00
RS-1 Asphalt	18	tons	60.00	1,080.00
Asphaltic Concrete Mixture	6,100	tons	7.00	42,700.00
60-70 Asphalt in Mixture	370	tons	38.00	14,060.00
Asphaltic Concrete Traffic Markers	330	lin. ft.	1.00	330.00
				$498,035.75
Slide Removal	All	Required		60,000.00
Horizontal Drains	All	Required		15,000.00
Seeding and Mulching	All	Required		1,000.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Signing	All	Required		4,000.00
Work by Pacific Power & Light Co.	All	Required		5,000.00
Work by West Coast Telephone Co.	All	Required		250.00
Move water line (Private)	All	Required		500.00
		Subtotal		$585,035.75
		10% Engr. & Cont.		58,503.57
		Total		$643,539.32

Type Code X021

Davis Slough Bridge (Sta. 329+94 to Sta. 334+41)

Furnish Treated Timber Piling	12,080	lin. ft.	$ 1.40	$ 16,912.00
Drive Piles	151	only	70.00	10,570.00
Class "A" Concrete	737	cu. yds.	75.00	55,275.00
Metal Reinforcement	188,500	lbs.	0.13	24,505.00
Treated Lumber and Timber	24 ~~25~~	M-fbm	350.00	8,400.00
		Subtotal		$115,662.00
		10% Engr. & Cont.		11,566.20
		Total		$127,228.20

Length of Roadway	1.243 Miles
Length of 2 Structures	0.083 Miles
Total Length	1.326 Miles
Cost of Roadway Per Mile	$517,730.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$643,539.32	$398,000.00	$245,539.32
Structure	127,228.20	78,000.00	49,228.20
	$770,767.52	$476,000.00	$294,767.52

Oregon State Highway Department

Federal Aid
Project No. F-109(9)

DAVIS SLOUGH SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon October 23, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 5,000.00

Type Code 6201
Roadway (Sta. 299+00 to Sta. 370+00)

Clearing and Grubbing	All	Required		$ 25,000.00
Pavement Removal	1,700	sq. yds.	$ 0.80	1,360.00
Drainage Excavation, Unclassified	3,000	cu. yds.	3.00	9,000.00
General Excavation, Unclassified	334,700	cu. yds.	0.45	150,615.00
Short Overhaul	1,077,800	yd. sta.	0.01	10,778.00
Long Overhaul	17,000	C-yd. sta.	0.40	6,800.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	9,000	lin. ft.	0.20	1,800.00
24-inch Asbestos Protected Corrugated Metal Pipe	810	lin. ft.	12.00	9,720.00
36-inch Asbestos Protected Corrugated Metal Pipe	290	lin. ft.	20.00	5,800.00
60-inch Asbestos Protected Corrugated Metal Pipe	100	lin. ft.	40.00	4,000.00
12-inch Concrete Pipe	70	lin. ft.	3.00	210.00
18-inch Concrete Pipe	90	lin. ft.	4.50	405.00
6-inch Metal Drain Pipe, Uncoated	120	lin. ft.	2.00	240.00
8-inch Perforated Metal Drain Pipe, Uncoated	8,900	lin. ft.	2.50	22,250.00
Extra for Pipe Under Pavement	30	lin. ft.	3.50	105.00
Special Backfill in Drains	1,100	cu. yds.	6.00	6,600.00
Concrete Inlets, Type "D"	2	only	125.00	250.00
Metal Guard Rail	7,800	lin. ft.	3.00	23,400.00
Guide Posts, One Reflector	50	only	5.75	287.50
Guide Posts, Two Reflectors	14	only	6.75	94.50
1½-inch Electrical Conduit	70	lin. ft.	1.75	122.50
Coarse Crushed Material in Base	42,400	tons	3.00	127,200.00
3/4" - 0 Material in Base	4,900	tons	3.20	15,680.00
Sprinkling	1,200	M-gals.	3.00	3,600.00
Preparation of Base	All	Required		800.00
3/4" - 0 Material in Binder Course	430	tons	3.85	1,655.50
Furnishing and Placing Aggregates	855	tons	5.25	4,488.75

RC-3 Asphalt	46 tons	$55.00	$ 2,530.00
200-300 Asphalt	58 tons	53.00	3,074.00
RS-1 Asphalt	18 tons	60.00	1,080.00
Asphaltic Concrete Mixture	6,100 tons	7.00	42,700.00
60-70 Asphalt in Mixture	370 tons	38.00	14,060.00
Asphaltic Concrete Traffic Markers	330 lin. ft.	1.00	330.00
			$498,035.75
Slide Removal	All Required		60,000.00
Horizontal Drains	All Required		15,000.00
Seeding & Mulching	All Required		1,000.00
Flagging (57½% of Contractors Cost)	All Required		1,250.00
Signing	All Required		5,000.00
Work by Pacific Power & Light Co.	All Required		5,000.00
Work by West Coast Telephone Co.	All Required		250.00
Move Water Line (Private)	All Required		500.00
	Subtotal		$585,035.75
	10% Engr. & Cont.		58,503.57
	Total		$643,539.32

Type Code X021
Davis Slough Bridge (Sta. 329+94 to Sta.334+41)

Furnish Treated Timber Piling	12,080 lin. ft.	1.40	16,912.00
Drive Piles	151 only	70.00	10,570.00
Class "A" Concrete	737 cu. yds.	75.00	55,275.00
Metal Reinforcement	188,500 lbs.	0.13	24,505.00
Treated Lumber and Timber	24 M-fbm	350.00	8,400.00
	Subtotal		$115,662.00
	10% Engr. & Cont.		11,566.20
	Total		$127,228.20

Length of Roadway . . . . 1.243 miles
Length of 2 Structures . . . . 0.083 miles
Total Length . . . . 1.326 miles
Cost of Roadway per mile. $517,730.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	643,539.32	398,000.00	245,539.32
Structure	127,228.20	78,000.00	49,228.20
	$775,767.52	$479,000.00	$296,767.52

Oregon State Highway Department

Federal Aid
Project No. F-109(9)

DAVIS SLOUGH SECTION OF THE OREGON
COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon October 31, 1958

Type Code P.E. Preliminary Engineering	All Required		$ 5,000.00
Type Code 6201 Roadway (Sta. 299+00 to Sta. 370+00)			
Clearing and Grubbing	All Required		$25,000.00
Pavement Removal	1,700 sq. yds.	$ .80	1,360.00
Drainage Excavation, Unclassified	3,000 cu. yds.	3.00	9,000.00
General Excavation, Unclassified	334,700 cu. yds.	.45	150,615.00
Short Overhaul	1,077,800 yd. sta.	.01	10,778.00
Long Overhaul	17,000 C-yd. stas.	.40	6,800.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	9,000 lin. ft.	.20	1,800.00
24-inch Asbestos Protected Corrugated Metal Pipe	810 lin. ft.	12.00	9,720.00
36-inch Asbestos Protected Corrugated Metal Pipe	290 lin. ft.	20.00	5,800.00
60-inch Asbestos Protected Corrugated Metal Pipe	100 lin. ft.	40.00	4,000.00
12-inch Concrete Pipe	70 lin. ft.	3.00	210.00
18-inch Concrete Pipe	90 lin. ft.	4.50	405.00
6-inch Metal Drain Pipe, Uncoated	120 lin. ft.	2.00	240.00
8-inch Perforated Metal Drain Pipe, Uncoated	8,900 lin. ft.	2.50	22,250.00
Extra for Pipe Under Pavement	30 lin. ft.	3.50	105.00
Special Backfill in Drains	1,100 cu. yds.	6.00	6,600.00
Concrete Inlets, Type "D"	2 only	125.00	250.00
Metal Guard Rail	7,800 lin. ft.	3.00	23,400.00
Guide Posts, One Reflector	50 only	5.75	287.50
Guide Posts, Two Reflectors	14 only	6.75	94.50
1½-inch Electrical Conduit	70 lin. ft.	1.75	122.50
Coarse Crushed Material in Base	42,400 tons	3.00	127,200.00
3/4" - 0 Material in Base	4,900 tons	3.20	15,680.00
Sprinkling	1,200 M-gals.	3.00	3,600.00
Preparation of Base	All Required		800.00
3/4" - 0 Material in Binder Course	430 tons	3.85	1,655.50
Furnishing and Placing Aggregates	855 tons	5.25	4,488.75
RC-3 Asphalt	46 tons	55.00	2,530.00
200-300 Asphalt	58 tons	53.00	3,074.00
RS-1 Asphalt	18 tons	60.00	1,080.00
Asphaltic Concrete Mixture	6,100 tons	7.00	42,700.00
60-70 Asphalt in Mixture	370 tons	38.00	14,060.00
Asphaltic Concrete Traffic Markers	330 lin. ft.	1.00	330.00
			$498,035.75

Slide Removal	All Required	$60,000.00
Horizontal Drains	All Required	15,000.00
Seeding and Mulching	All Required	1,000.00
Flagging (57½% of Contractors Cost)	All Required	1,250.00
Signing	All Required	5,000.00
Work by Pacific Power and Light Co.	All Required	5,000.00
Work by West Coast Telephone Co.	All Required	250.00
Move Water Line (Private)	All Required	500.00
	Subtotal	$586,035.75
	10% Engr. & Cont.	58,603.57
	Total	$644,639.32

Type Code X021
Davis Slough Bridge (Sta. 329+94 to Sta. 334+41)

Furnish Treated Timber Piling	12,080 lin. ft.	$1.40	$16,912.00
Drive Piles	151 only	70.00	10,570.00
Class "A" Concrete	763 cu. yds.	75.00	57,225.00
Metal Reinforcement	196,000 lbs.	.13	25,480.00
Treated Lumber and Timber	22 M-fbm	350.00	7,700.00
	Subtotal		$117,887.00
	10% Engr. & Cont.		11,788.70
	Total		$129,675.70

Length of Roadway. . . . . 1.243 miles
Length of 2 Structures . . . . .0.083 mile
Total Length . . . . 1.326 miles
Cost of Roadway per mile $518,615.70

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	644,639.32	398,000.00	246,639.32
Structure	129,675.70	80,000.00	49,675.70
	$ 779,315.02	$ 481,000.00	$298,315.02

Oregon State Highway Department

Federal Aid
Project No. F-109(9)

DAVIS SLOUGH SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code 6201
Roadway (Sta. 299+00 to Sta. 370+00)(Contract No. 5377)

Clearing and Grubbing	All Required	$	$ 21,125.00
Pavement Removal	1,700 sq. yds.	0.60	1,020.00
Drainage Excavation, Unclassified	3,000 cu. yds.	3.00	9,000.00
General Excavation, Unclassified	334,700 cu. yds.	0.50	167,350.00
Short Overhaul	1,077,800 yd. sta.	0.02	21,556.00
Long Overhaul	17,000 C-yd.sta.	0.45	7,650.00
Finishing Roadbed and Slopes	All Required		1,500.00
Rounding Cutbanks	9,000 lin. ft.	0.20	1,800.00
24-inch Asbestos Protected Corrugated Metal Pipe	810 lin. ft.	8.06	6,528.60
36-inch Asbestos Protected Corrugated Metal Pipe	290 lin. ft.	14.19	4,115.10
60-inch Asbestos Protected Corrugated Metal Pipe	100 lin. ft.	35.30	3,530.00
12-inch Concrete Pipe	70 lin. ft.	1.90	133.00
18-inch Concrete Pipe	90 lin. ft.	3.80	342.00
6-inch Metal Drain Pipe, Uncoated	120 lin. ft.	1.40	168.00
8-inch Perforated Metal Drain Pipe, Uncoated	8,900 lin. ft.	1.67	14,863.00
Extra for Pipe Under Pavement	30 lin. ft.	6.10	183.00
Special Backfill in Drains	1,100 cu. yds.	6.45	7,095.00
Concrete Inlets, Type "D"	2 only	95.00	190.00
Metal Guard Rail	7,800 lin. ft.	2.54	19,812.00
Guide Posts, One Reflector	50 only	4.00	200.00
Guide Posts, Two Reflectors	14 only	4.50	63.00
1½-inch Electrical Conduit	70 lin. ft.	2.00	140.00
Coarse Crushed Material in Base	42,400 tons	2.65	112,360.00
3/4" - 0 Material in Base	4,900 tons	3.20	15,680.00
Sprinkling	1,200 M-gal.	2.50	3,000.00
Preparation of Base	All Required		1,115.58
3/4" - 0 Material in Binder Course	430 tons	4.75	2,042.50
Furnishing and Placing Aggregates	855 tons	5.06	4,326.30
RC-3 Asphalt	46 tons	51.75	2,380.50
200-300 Asphalt	58 tons	43.14	2,502.12
RS-1 Asphalt	18 tons	44.00	792.00
Asphaltic Concrete Mixture	6,100 tons	7.13	43,493.00
60-70 Asphalt in Mixture	370 tons	37.50	13,875.00
Asphaltic Concrete Traffic Markers	330 lin. ft.	1.10	363.00
			$490,293.70

Slide Removal	All Required	$	$ 60,000.00
Horizontal Drains	All Required		15,000.00
Seeding and Mulching	All Required		1,000.00
Flagging (57½% of Contractor's Cost)	All Required		1,250.00
Signing	All Required		5,000.00
Work by Pacific Power and Light Co.	All Required		5,000.00
Work by West Coast Telephone Co.	All Required		250.00
Move Water Line (Private)	All Required		500.00
	Subtotal		$578,293.70
	10% Engr. & Cont.		57,829.37
	Total		$636,123.07

Type Code X021
Davis Slough Bridge (Sta. 329+94 to Sta. 334+41)(Contract No. 5377)

Furnish Treated Timber Piling	12,080	lin. ft.	$1.50	$ 18,120.00
Drive Piles	151	only	67.50	10,192.50
Class "A" Concrete	763	cu. yds.	72.00	54,936.00
Metal Reinforcement	196,000	lbs.	0.13	25,480.00
Treated Lumber and Timber	22	M-fbm	350.00	7,700.00
				$116,428.50

Type Code X221
Davis Slough Undercrossing (Sta. "D" 307+94.04)

Structural Excavation	350	cu. yds.	$7.00	$ 2,450.00
Furnish Treated Timber Piling	1,600	lin. ft.	1.25	2,000.00
Drive Timber Piles	64	only	60.00	3,840.00
Furnish Steel Piling Shells	1,000	lin. ft.	4.00	4,000.00
Drive Steel Pile Shells	20	only	65.00	1,300.00
Class "A" Concrete	All	Required		47,325.00
Metal Reinforcement	All	Required		23,432.50
8-inch Metal Drain Pipe	80	lin. ft.	4.00	320.00
				$ 84,667.50
	Subtotal			$201,096.00
	10% Engr. & Cont.			20,109.60
	Total			$221,205.60

Length of Roadway - - - - - -	1.243 Miles
Length of 2 Structures- - - -	0.083 Mile
Total Length - - - - - - - - -	1.326 Miles
Cost of Roadway Per Mile- - -	$511,764.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	636,123.07	393,000.00	243,123.07
Structure	221,205.60	136,000.00	85,205.60
	$862,328.67	$532,000.00	$330,328.67

RECEIVED
AUG 19 1959
FOR FILING

5377

August 18, 1959

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233, covering horizontal drains on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

This work is necessary to drain cut slopes to prevent sliding and breaking.

The contractor is not equipped to do this work, while the State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

The necessity of this work was anticipated and $15,000 included in the project authorization to cover it.

The total estimated amount of the order is $14,998.75 with Federal participation of $9,150.00.

Your approval of this order on unit price basis under the provisions of FPM 21-4.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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JUL - 3 1959
FOR FILING

F-109(9)

5377

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(9), Davis
Slough Section, Oregon Coast
Highway, Coos County
Adjustment of facilities of
Pacific Power & Light Co.

Dear Sir:

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated November 12, 1958, and June 25, 1959, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work was granted as of November 17, 1958. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

File
letter

C. G. Polk
Division Engineer

RECEIVED
JUN 30 1959
FOR FILING
[illegible]
5377

For file

Davis Slough Section
Oregon Coast Hwy.-Coos County
Project No. F-109(9)

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Commission
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with adjusting the facilities of Pacific Power & Light Company on the subject project. Authorization to proceed with this work was approved as of November 17, 1958.

This completes the agreement with the company for this phase of the construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

RECEIVED
JUL - 1 1959
FOR FILING

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering additional bracing on the Davis Slough Bridge on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

The fill and counter-balance at the ends of the Davis Slough Bridge caused the piling to move out of alignment. Additional bracing was necessary to correct this condition and stabilize the bridge.

Due to the emergency nature of the conditions work was started prior to writing this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:br
Enc.

A

RECEIVED
JUN 16 1959
FOR FILING

F 109(a)

5377

June 15, 1959

Oregon State Highway Commission

Gentlemen:

On June 11, 1959, at 4:45 P.M., authorization was granted for the installation of 35-mile-per-hour construction speed zones on the Davis Slough Section of the Oregon Coast Highway. Your approval is recommended for the establishment of a 35-mile-per-hour construction speed zone on the Oregon Coast Highway between M.P. 244.04 and M.P. 244.99.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. F. B. Crandall

VPJ:pk ae

RECEIVED
JUN 11 1959
FOR FILING
F-109(9)
5377

A

June 10, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: File 08-35.8-DB
Davis Slough Section
Coos County
Contract No. 5377
Project No. F-109(9)

Dear Sir:

Pursuant to your letter of June 5, we are herewith resubmitting Order for Extra Work No. 2 - Supplementary for directional signing during construction on the subject project.

Explanation of the signing plans, procedure and costs is included in our letter of June 4.

Your approval of the supplementary order in accordance with your letter of June 5 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

cc: Mr. L. H. Young

IDAHO
MONTANA
[redacted]
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8-DB

408 State Highway Bldg.
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project F-109(9)

Dear Sir:

On May 26, 1959, we returned the Supplement to Extra Work Order No. 2 on Oregon Coast Highway Project F-109(9) to you without approval.

In view of the explanation given in your letter of June 4, your request has been reconsidered and we will approve the order, should you wish to re-submit it.

May we suggest that our consideration of orders of this type might be expedited if the original submission included more explanatory information and justification.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
JUN - 9 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
03-35.6-DB
F 109 (9)
5277

408 State Highway Bldg.
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project F-109(9)

Dear Sir:

On May 26, 1959, we returned the Supplement to Extra Work Order No. 2 on Oregon Coast Highway Project F-109(9) to you without approval.

In view of the explanation given in your letter of June 4, your request has been reconsidered and we will approve the order, should you wish to re-submit it.

May we suggest that our consideration of orders of this type might be expedited if the original submission included more explanatory information and justification.

Very truly yours,

C. G. Polk
Division Engineer

Porter
Esw

A

RECEIVED
JUN -5 1959
FOR FILING

F-109(9)

5317

June 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to your letter dated May 26 disapproving Supplemental Order for Extra Work No. 2 on Oregon Coast Highway Project F-109(9).

Apparently this order was disapproved under the assumption that we were making a change in the method of handling traffic during the construction phase. This is not the case. Traffic will be handled exactly as planned in the contract. Our original estimate in the amount of $1,600 has proved to be inadequate and the cost of handling said traffic to the State will approximate the total of $6,540. Supplemental Order for Extra Work No. 2 requested $4,940 which, when added to the original $1,600, equals the total of $6,540.

It should be brought to your attention that the highway in this section is now of a 4-lane divided character, carrying in excess of 5,000 vehicles per day at relatively high speeds. This construction project necessitates the reduction of the roadway from 4-lane divided to 2-lane undivided. It is, therefore, necessary to squeeze the two lanes of traffic into a single lane throughout the construction area and, as in this case where speed and volume are high, it is our strong feeling that the best possible traffic control measure should be undertaken.

I forward for your information one copy of Sheet No. 4 of the plans of the subject section showing the planned detour marking. Please reconsider your disapproval in light of the fact that this is not a change in plans but merely an increase in the cost of the original plan.

In similar detour situations, such as the recent detours at Murder Creek and Cox Creek on the Salem-Albany Section, plans approximately the same as this one were approved by your department.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FBK:fp ae

RECEIVED
MAY 27 1959
FOR FILING

F-109(9)

[illegible]

When replying, refer to
08-35.

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The Supplement to Extra Work Order # 2 on Oregon Coast Highway Project F-109(9), submitted with your letter of May 21, is returned herewith without approval.

The plans for this project provide for detouring traffic around this construction on the north bound lane of the existing road. This detour appears to provide an adequate facility both from the standpoint of the contractor and traveling public. We believe that the $1,600 provided in the original work order for temporary signing is adequate if the detour is provided according to the plans and as provided for in the Special Provisions for this project.

If the contractor elects to carry traffic thru construction or he is directed to do so, we are of the opinion that the additional signing as requested in the Supplemental Work Order would not be eligible for Federal participation since it would not be in accordance with the Plans and Special Provisions and apparently will not facilitate traffic movements.

If you have any further justification for this extra work, please advise.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Original to Porter with note:
Discuss with Edwards
and try again. F.C.

RECEIVED
JUN - 2 1959
FOR FILING
F 109(9)
5377

June 1, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

This work is necessary to remove unsightly tall stumps and spindly and potentially dangerous trees left from previous clearing outside the areas staked for clearing on the contract.

The right of way was purchased from the Coos Bay Timber Company with the timber reserved to the Company. In their logging operations, the high cut stumps and trees too small in diameter to be of commercial value were left. The areas to be cleared are shown by dotted lines on the attached sketch.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

A

RECEIVED
MAY 22 1959
FOR FILING

F-109(9)

5377

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering signing for traffic control on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

This work is necessary for the direction and routing of traffic through the construction area. The traffic pattern will change as construction progresses and revised controls for traffic flow will be required.

The signing installed under this order is above that required of the contractor for the protection of his workmen and the traveling public.

This order is in addition to the order that was approved April 8, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CRN:mfh

Enc.

A

RECEIVED
APR 6 - 1959
FOR FILING
F 109(9)
5377

April 2, 1959

Mr. [illegible] Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering temporary signing on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

It is necessary that signs be installed to direct traffic through the intersection during construction. This order is to provide for this temporary signing.

This contract was awarded prior to including any signing as a contract item. Funds were included in the project authorization for temporary and permanent signing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED
FEB 20 1959
FOR FILING
E-59([illegible])

5517

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 19, 1959

SUBJECT: Davis Slough Section
Oregon Coast Highway

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The Bituminous cement set up in subject contract to be used in the asphaltic concrete pavement is 60-70 penetration asphalt. It is the opinion of this office that 85-100 penetration asphalt should be substituted for the 60-70 specified.

Please attempt to have this change incorporated on the job provided that the contractor will sign a price agreement for the 85-100 grade at the same price he bid for the 60-70 grade.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc: Forrest Cooper
G. W. Harra

RECEIVED
FEB 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JAN 27 1959
FOR FILING

F-109(9)

5377

January 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 5377, in connection with Federal Aid Project No. F-109(9).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN [illegible]
FOR FILE

F-109([illegible])

5377

A

Jan. 20, 1959

Coos Bay Dredging Company, Inc.
P. O. Box 217
Coos Bay, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5377, awarded Dec. 11, 1958, for structure, grading and paving on the Davis Slough Section of the Oregon Coast Highway in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
DEC 22 1958
FOR FILING

F-109(9)

5377

A

December 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 18, 1958, on Contract No. 5377, Davis Slough Section, in Coos County, in connection with Federal Aid Project No. F-109(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
DEC 12 1958
FOR FILING

F 11(3)(9)

5377

December 12, 1958

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5377 for grading and paving and bridge construction on the Davis Slough Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $606,722.20 which was the low bid submitted to the Commission the 12th of November, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
FILING

File ✓

When replying, refer to
F109 (9) 08-35.4-0

5377

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. ~~5377 for~~ Oregon Project F-109(9), Davis Slough Section of the Oregon Coast Highway, to Coos Bay Dredging Co. of Coos Bay, Oregon, low bidder in the amount of $606,722.20 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED
DEC 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
S. H. PROBERT

RECEIVED
NOV 20 1958
FOR FILING

When replying, refer to:
08-35.5
F-109(9)

5377

November 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(9), Davis
Slough Section of the Oregon
Coast Highway

Dear Sir:

Authorization is hereby granted to proceed, as of November 17, 1958, with the necessary adjustment of the Pacific Power & Light Company power lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
A. F. Bester
Acting Division Engineer

Orig to [illegible]

RECEIVED
NOV 19 1958
FOR FILING

F 109 (9)

2337

November 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes the work and establishes the obligation of the State to reimburse the Pacific Power & Light Company for adjusting its power line on the Davis Slough Section of the Oregon Coast Highway in Coos County, Project No. F-109(9).

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:mfh

RECEIVED
OCT 30 1958
FOR FILING
F-109(9)
OREGON DISTRICT
5377

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-109(9), Davis Slough Section of the Oregon Coast Highway in Coos County. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

CG Folk

C. G. Folk
Division Engineer

copy to [illegible]

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 5 - 1958
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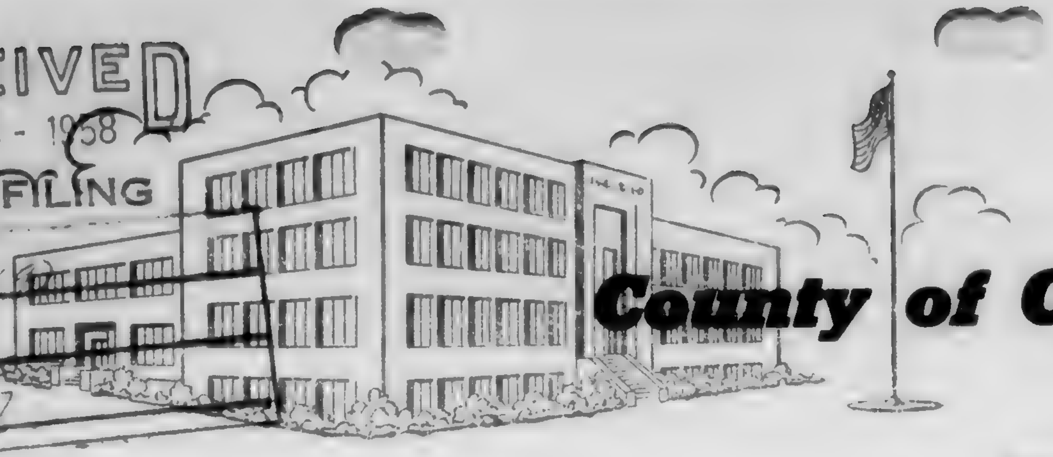
F-109([illegible])
5377



County of Coos

October 27, 1958

RECEIVED
OCT 28 1958
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter Coos County, by and through its County Court, authorizes the Oregon State Highway Department to reconstruct in connection with the Davis Slough Section of the Oregon Coast Highway that portion of the Davis Slough County Road shown colored in orange on the attached map.

It is understood that the reconstruction will be at no cost to the county and will include grading to a 24 foot roadbed with placing crushed rock or gravel base and wearing surface to a roadway width of approximately 20 feet.

After completion of the reconstruction of the said section of the Davis Slough County Road, the county will resume maintenance and continue jurisdiction of said section.

Very truly yours,

COOS COUNTY COURT

James W Harrison
James W. Harrison
County Judge

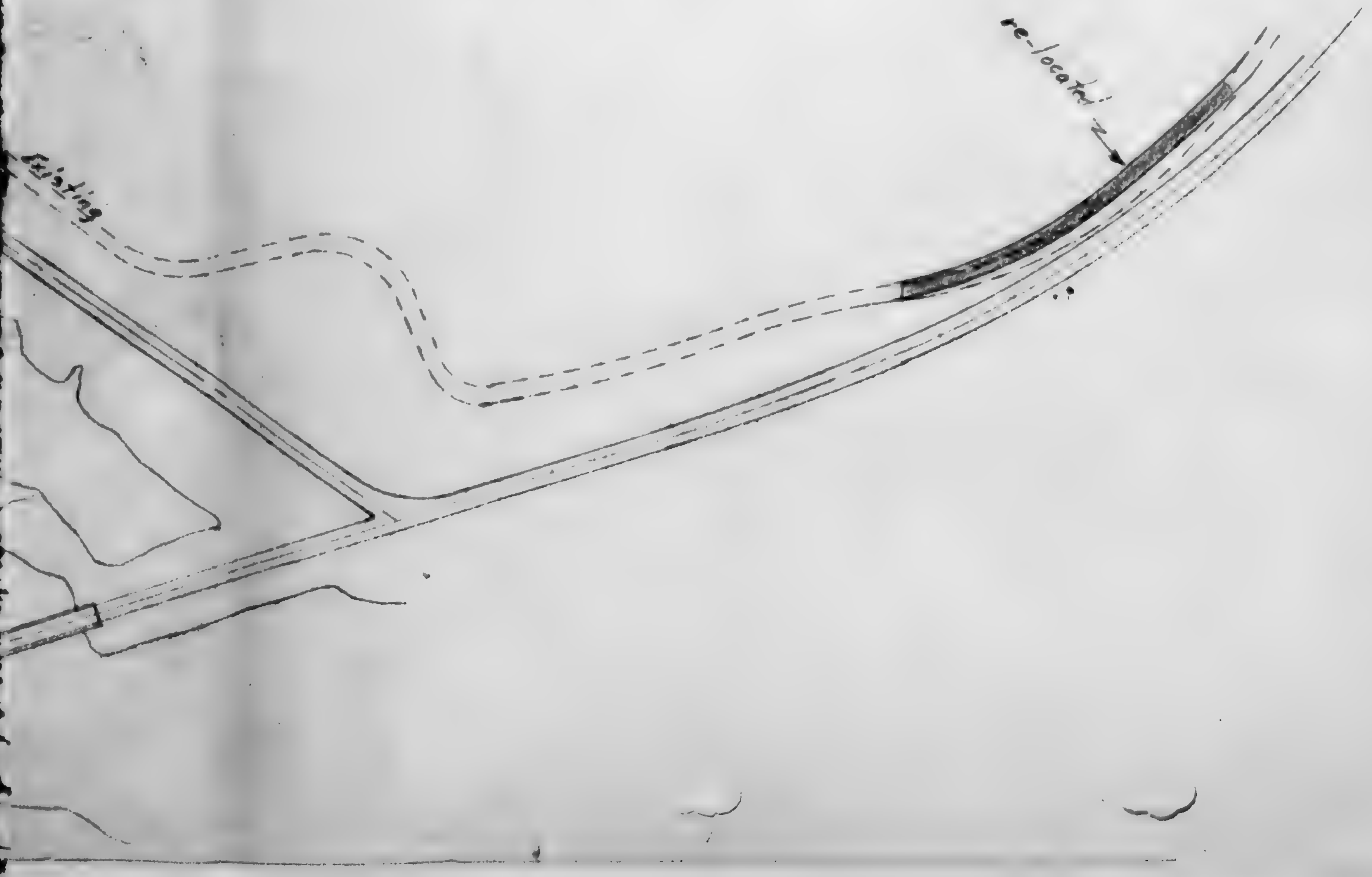
Fred A. Kruse
Fred A. Kruse
Commissioner

A. C. True
~~E. G.~~ True
Commissioner

NOTED
C. G. [illegible]

JWH:js
cc: County Hwy. Dept.

Enclosure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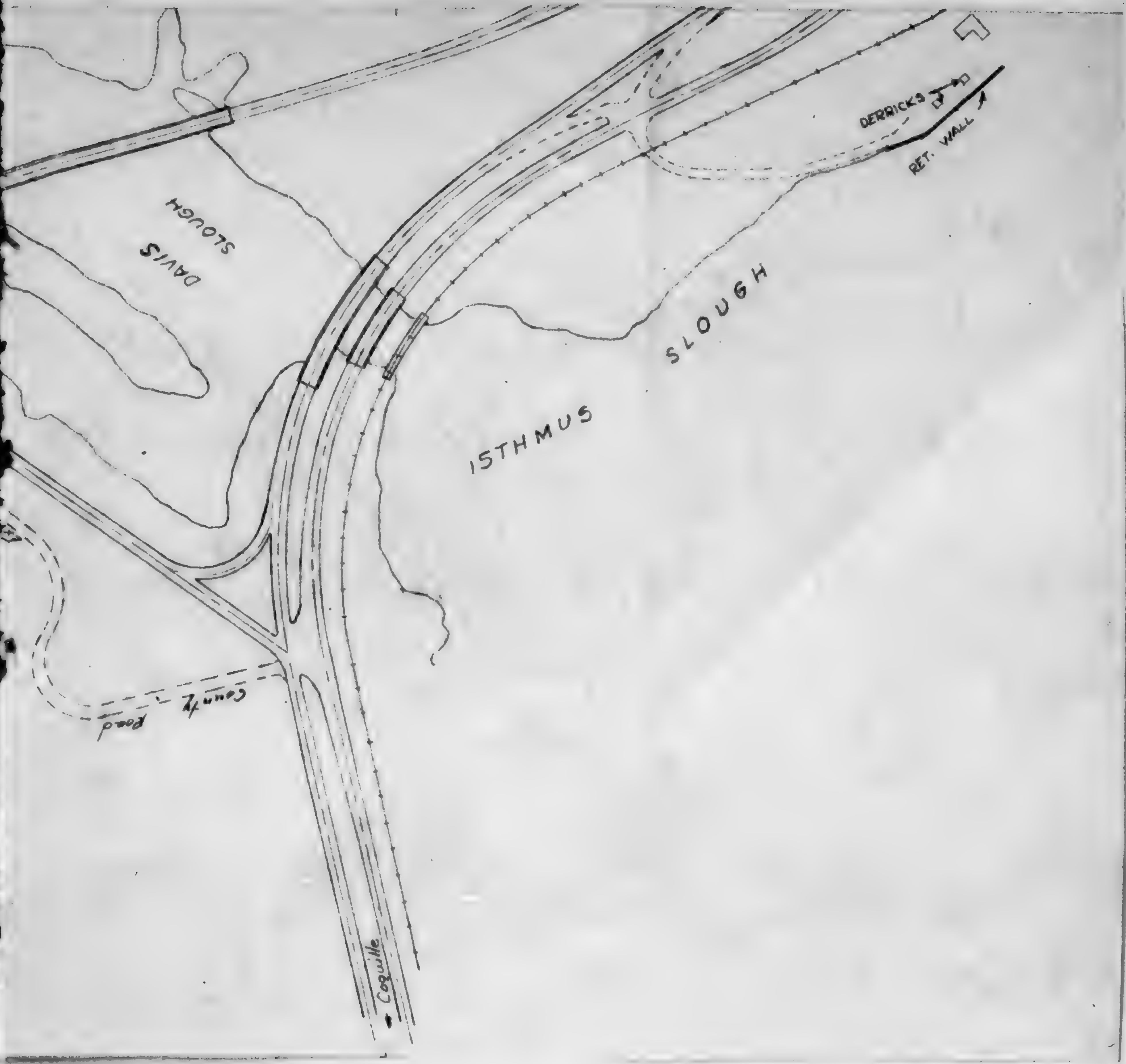
DAVIS SLOUGH
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County Road
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RECEIVED
SEP [illegible] 1958
FOR FILING

When replying, refer to:
68-35.4
F 109([illegible])
5377

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Davis Slough Interchange
F-109( )

Dear Sir:

We are returning herewith the approved sheets showing the Davis Slough connections of the Oregon Coast Highway. We wish to thank you for providing the topography sheets 62 and 63 of the aerial survey of this project. This type of sheet explains many facets of design that are not apparent on the standard interchange layout sheet. It would greatly facilitate our review of interchange designs in the future if this type of information could be furnished on all projects where such information is available.

Very truly yours,

C. G. Polk
Division Engineer

Enclosures

Orig to Edwards

RECEIVED
SEP 22 1958
FOR FILING

F 129(9)

5-77

September 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is in reply to your letter of August 21 concerning the preliminary layout of the Davis Slough Interchange on US101 in Coos County.

The "T" intersection at Station 340 is for the purpose of providing service southbound on the existing highway and to and from the log dump at Station 325. We do not propose now or later to route through traffic on US101 through a "T" intersection on a permanent basis, as suggested by your Regional office. This interchange layout is to be a permanent installation giving preference to the through traffic on the primary highway. We have reduced the width of the southbound connection as you suggested.

I am attaching two copies of sheets 62 and 63 of the aerial survey of this project showing the slide area and the tidal flats involved. Study of our preliminary layout and the topography will reveal the fact that our interchange has been carefully designed according to the local topography.

I am returning to you herewith our preliminary layout of the subject interchange for your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to: August 21, 1958
08-35.2

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of August 7, 1958, requested our approval of the Davis Slough Interchange on U. S. 101 in Coos County.

Our Regional office feels that this design is rather elaborate for the predicted traffic. They suggest that you investigate the possibility of making the T intersection at Station 340 on the existing highway serve as the connection to the proposed relocated highway. If, for other reasons, this type of connection is required, we suggest that the southbound connecting road to the existing highway (from the vicinity of Station 305 to about Station 320) be held to a one lane facility, with provisions for passing a stalled vehicle.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
E. H. Cowan
Acting Division Engineer

CONSTRUCTION DIVISION
RECEIVED
AUG 25 1958
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OFFICE OF
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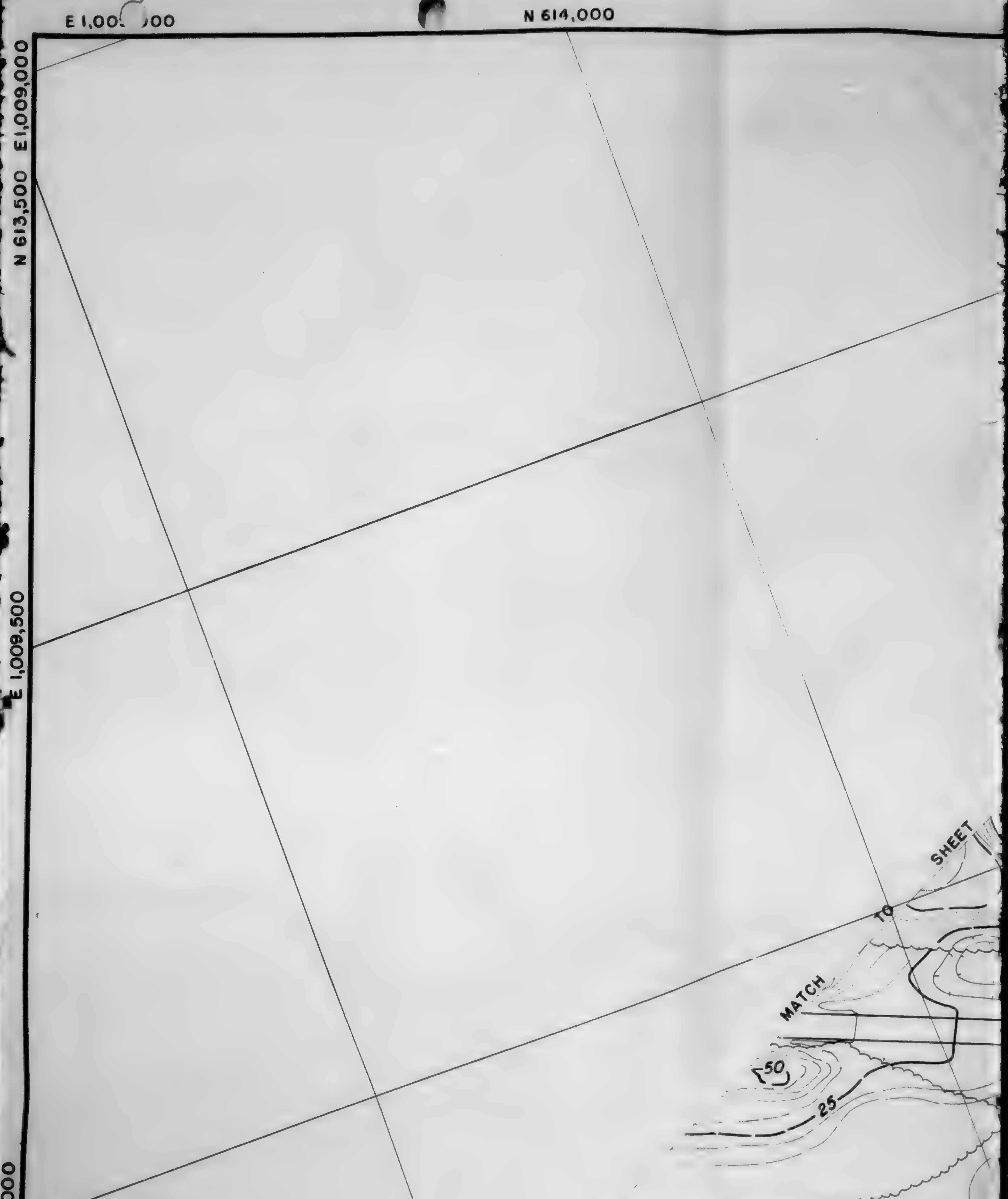
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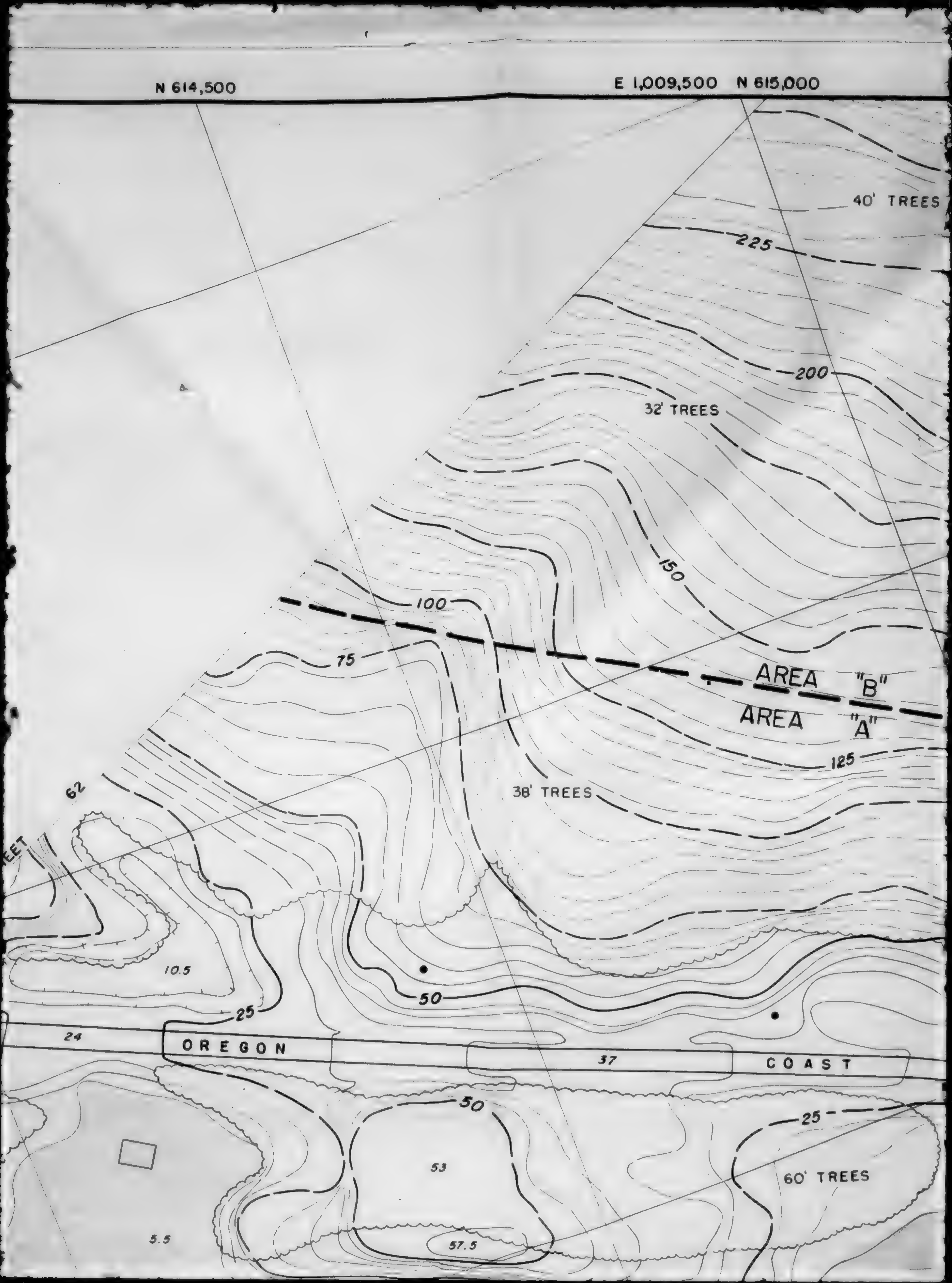
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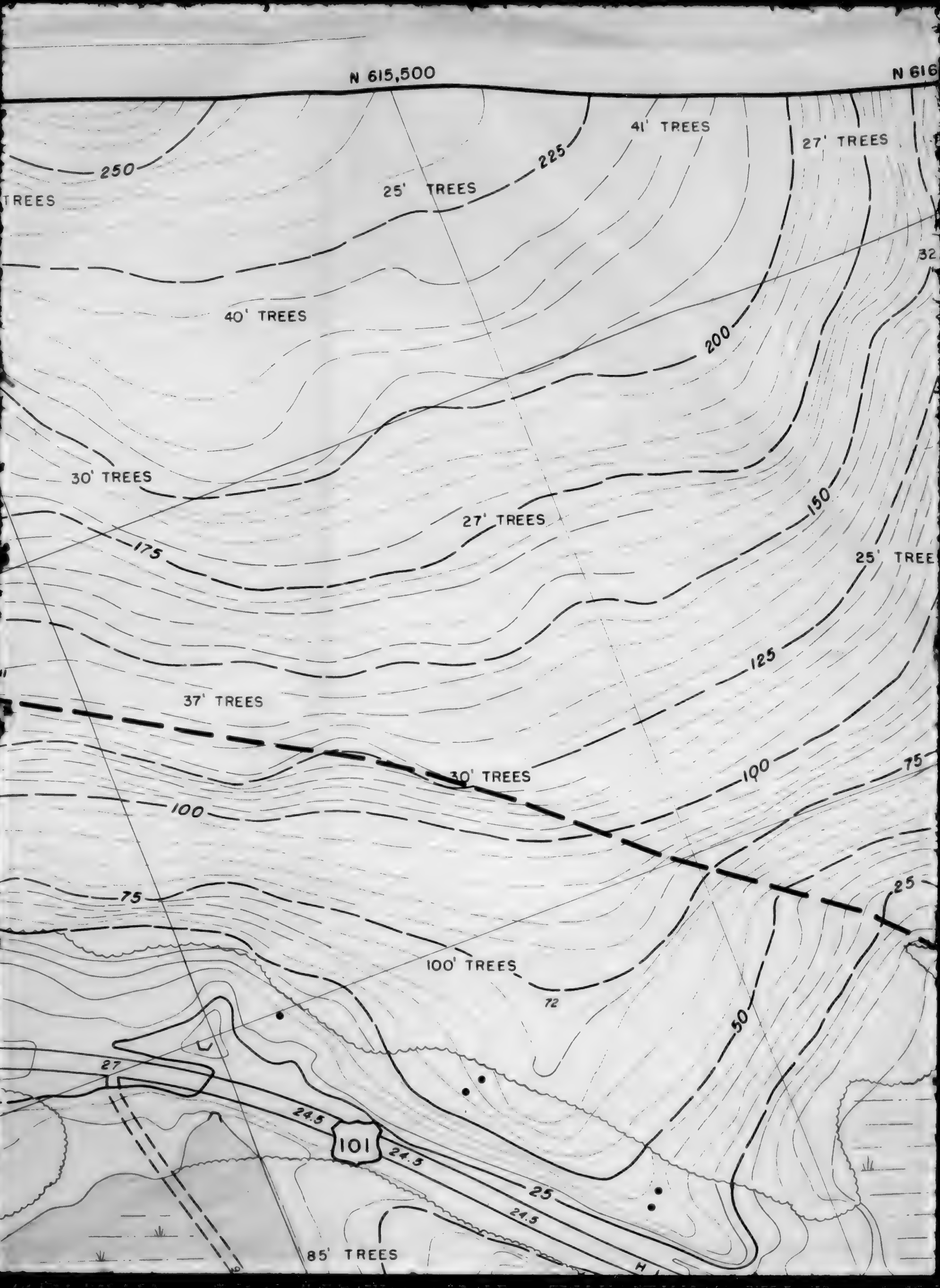
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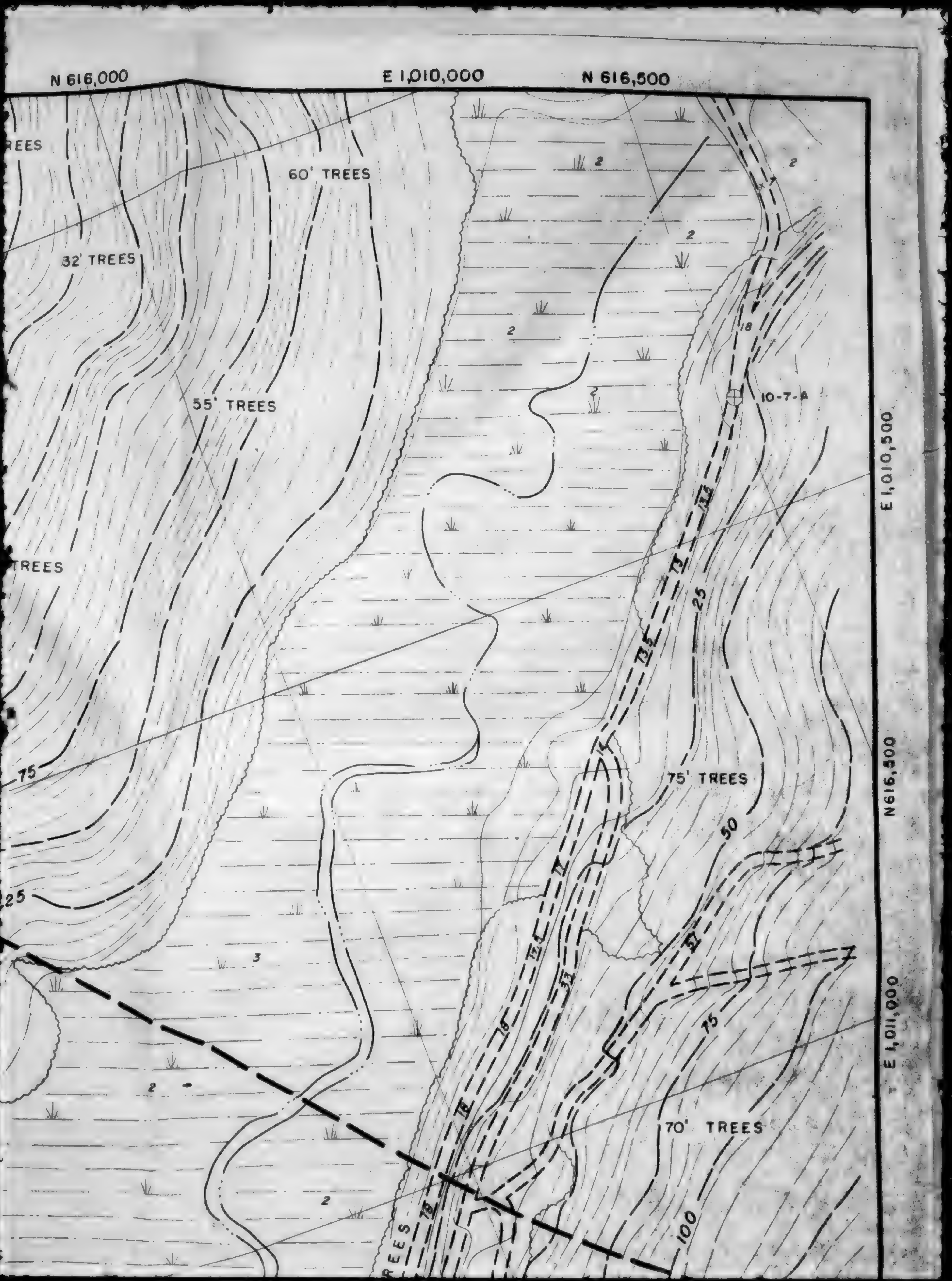
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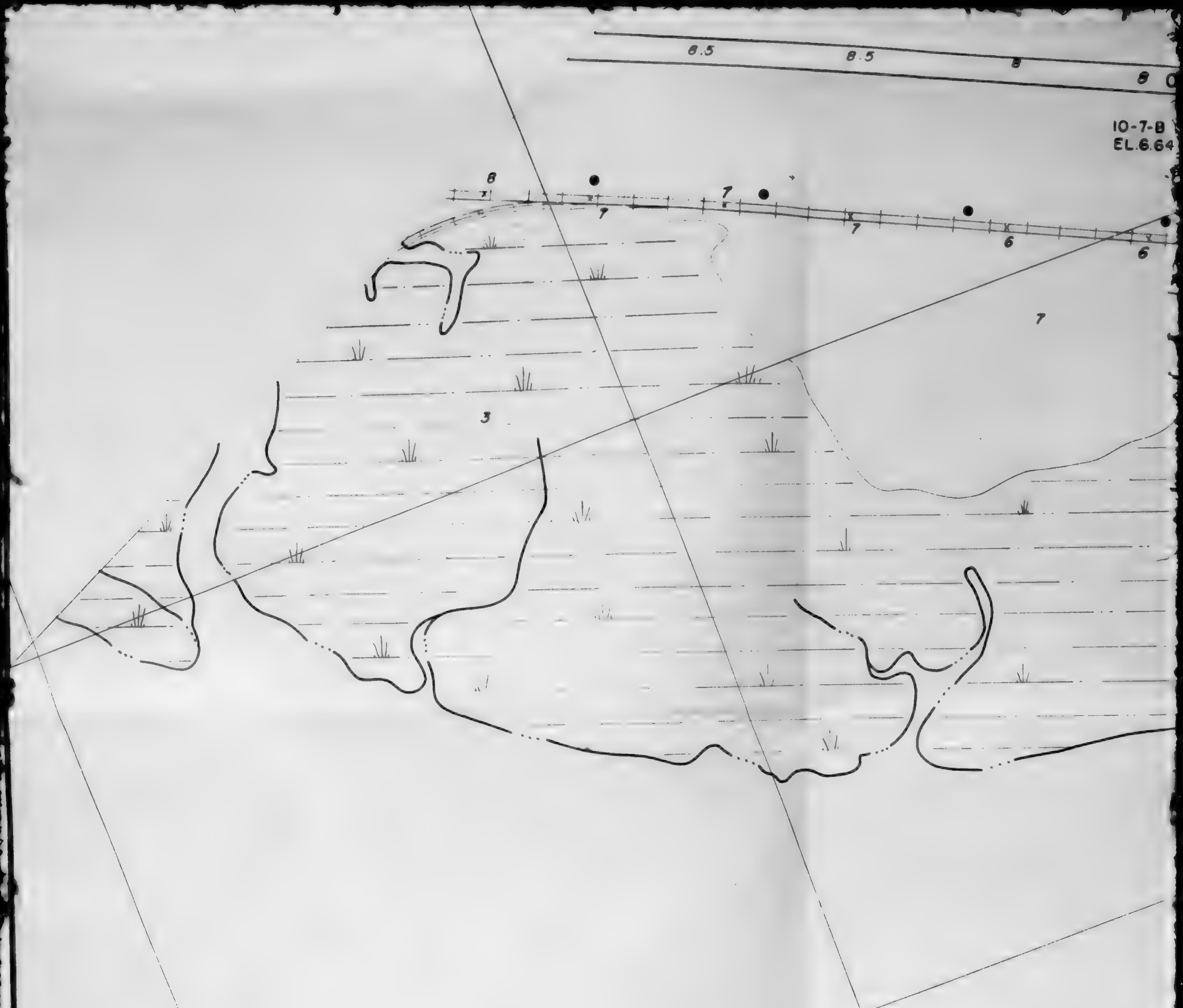
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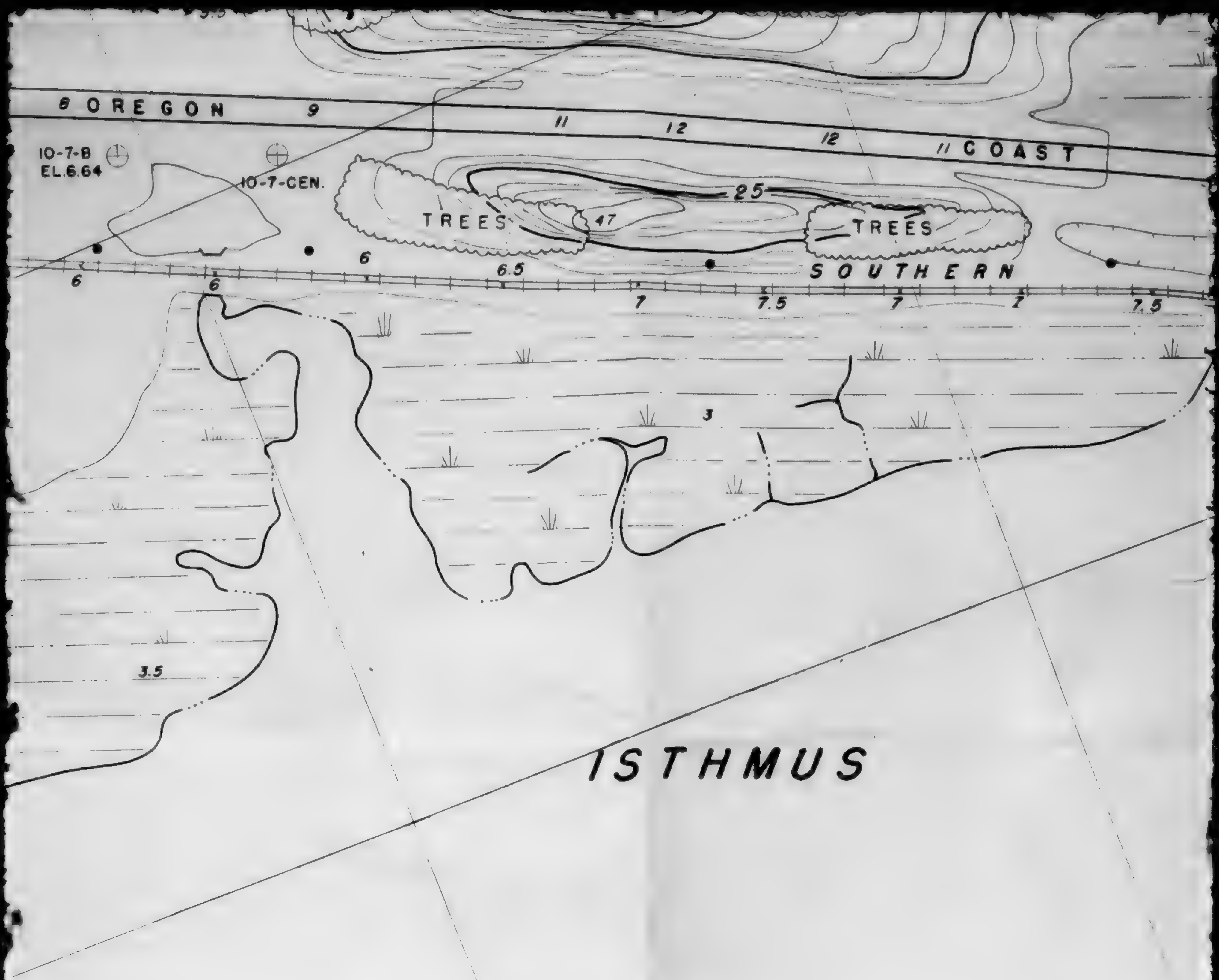
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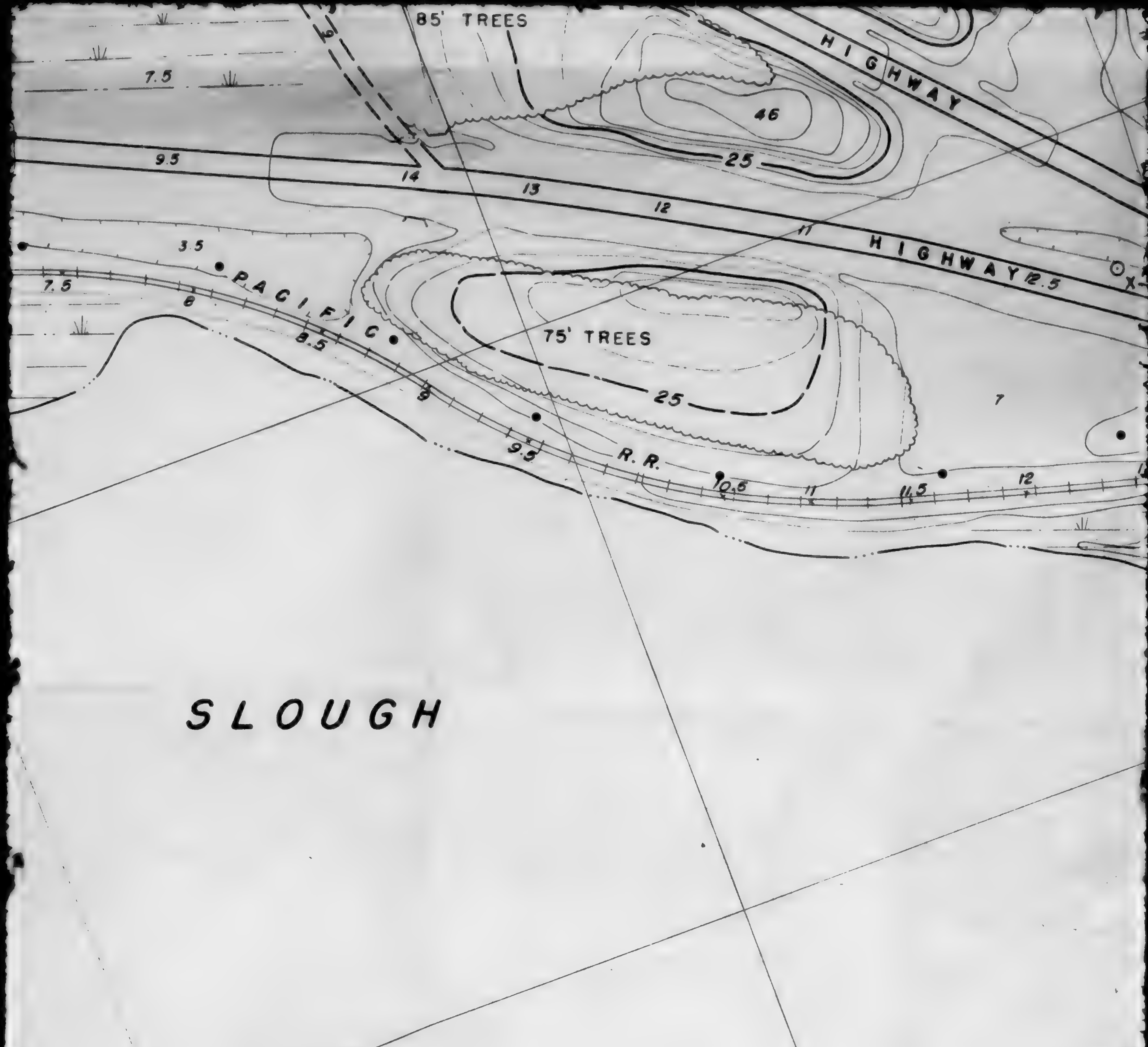
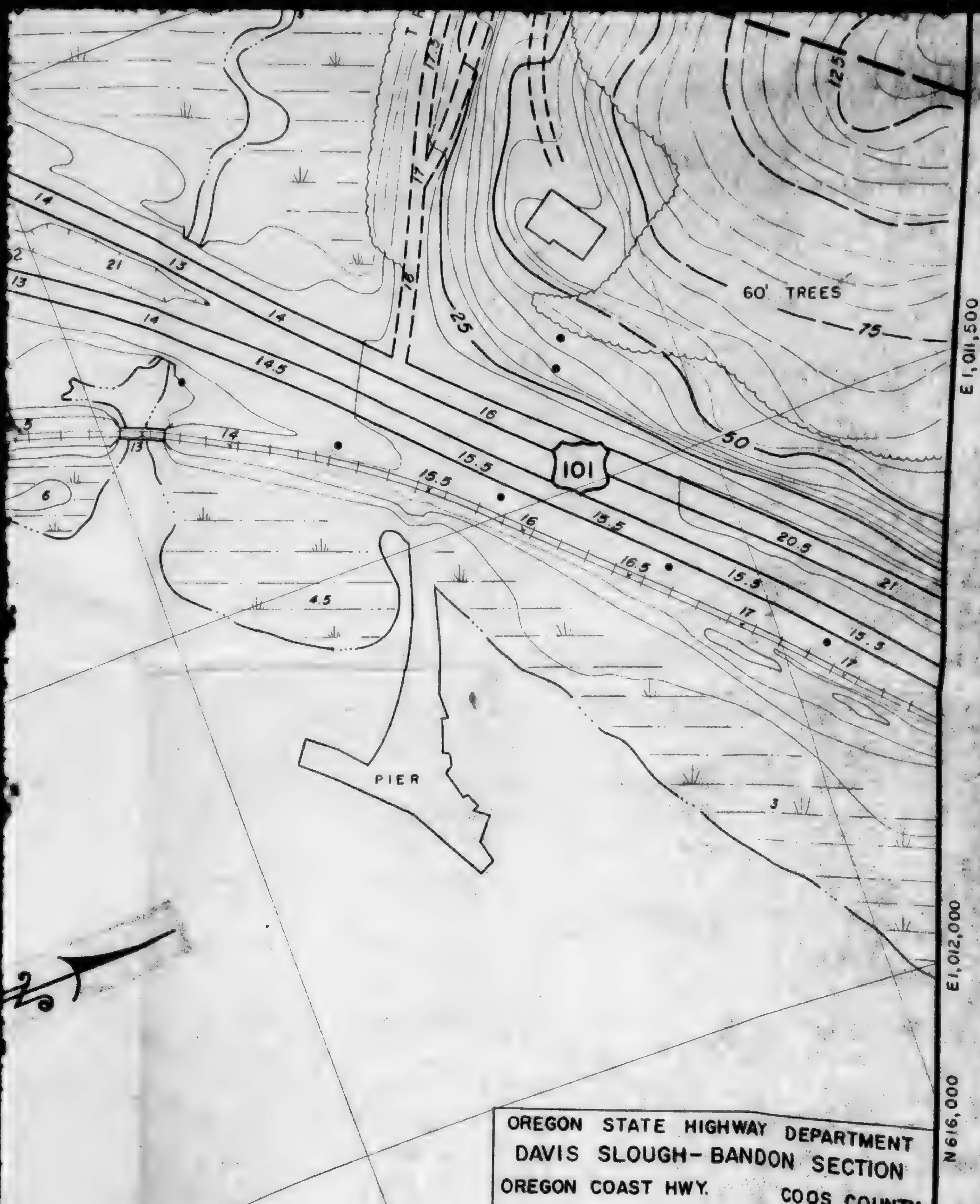

85' TREES
7.5
HIGHWAY
46
25
9.5
14
13
12
11
HIGHWAY
12.5
3.5
7.5
PACIFIC
8
8.5
9
75' TREES
25
7
9.5
R.R.
10.5
11
11.5
12
SLOUGH
N 614,500
N 615,000


125
60' TREES
75
50
25
17
18
14
13
21
2
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16
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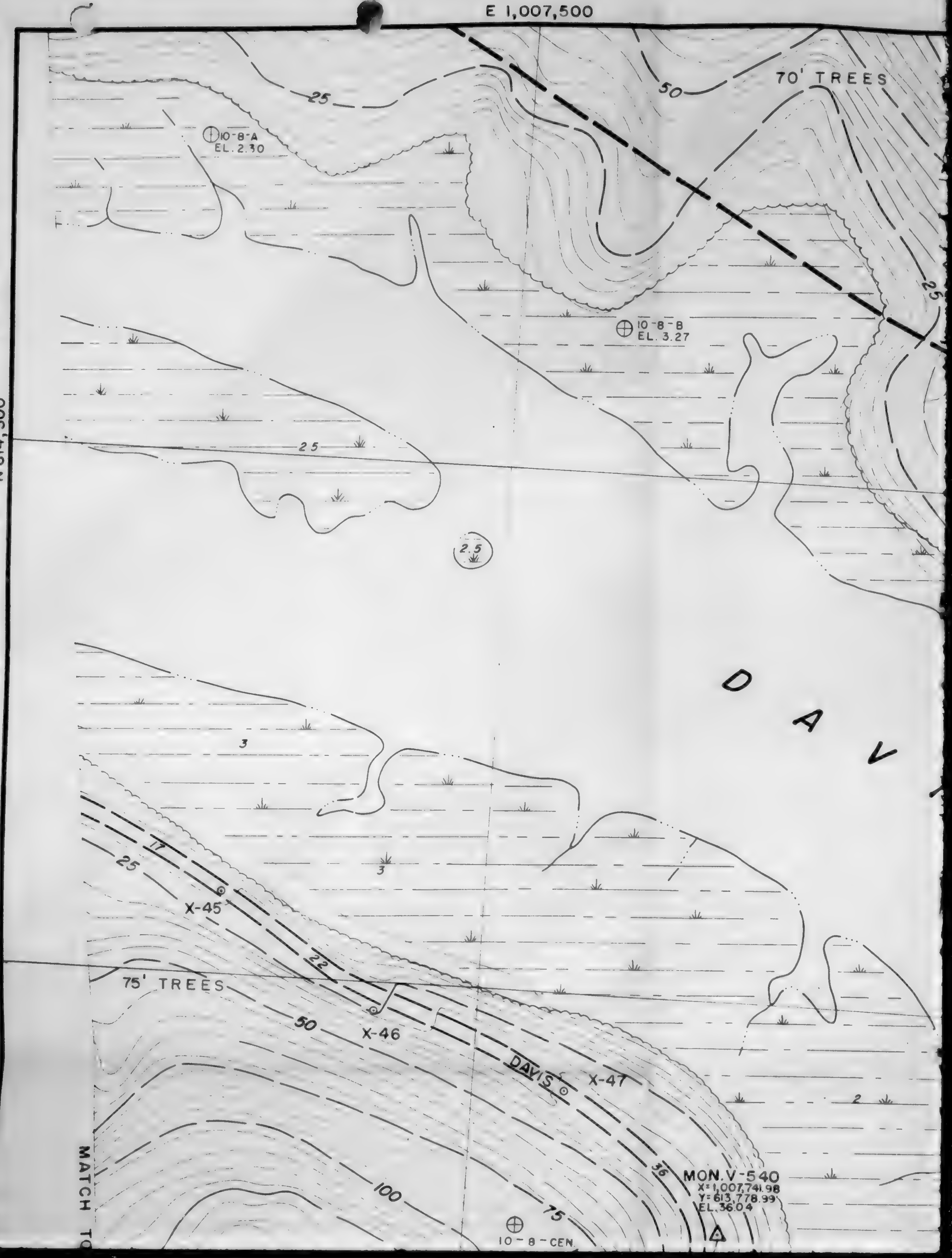
OREGON STATE HIGHWAY DEPARTMENT
DAVIS SLOUGH-BANDON SECTION
OREGON COAST HWY. COOS COUNTY
SCALE 1" = 100
USC & GS 1947 DATUM ORE. SO. ZONE GRID
AERO SERVICE CORP. PHILADELPHIA, PA.
NOV. 29, 1955
SHEET 63 of 63


E 1,007,500
70' TREES
50
25
10-8-A
EL. 2.30
10-8-B
EL. 3.27
25
N 614,500
25
2.5
DAV
3
3
17
25
X-45
N 614,000
22
75' TREES
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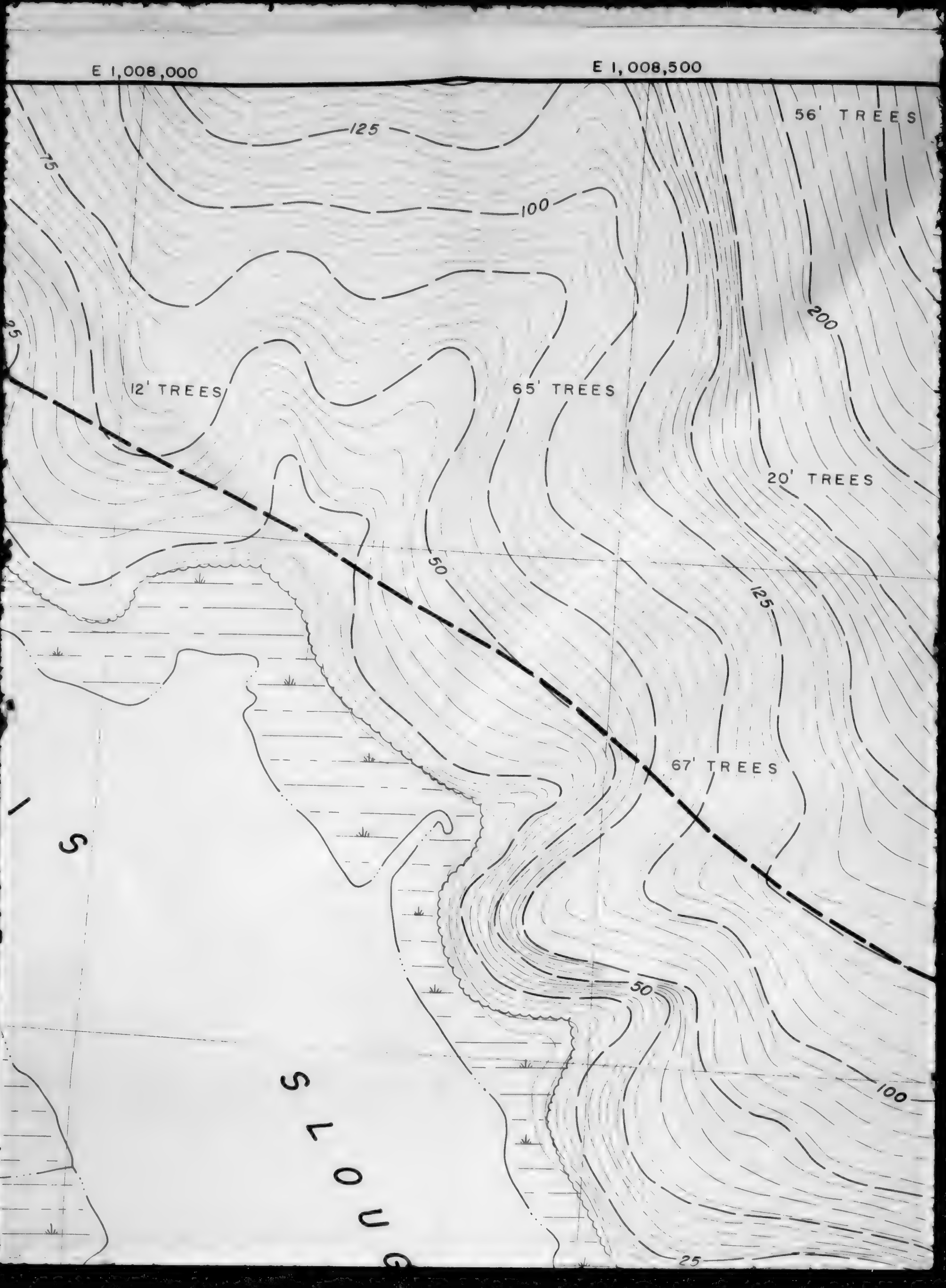
X-46
DAVIS
X-47
2
36
MON. V-540
X: 1,007,741.98
Y: 613,778.99
EL. 36.04
100
75
10-8-CEN.
MATCH TO


E 1,008,000
E 1,008,500
56' TREES
125
75
100
200
25
12' TREES
65' TREES
20' TREES
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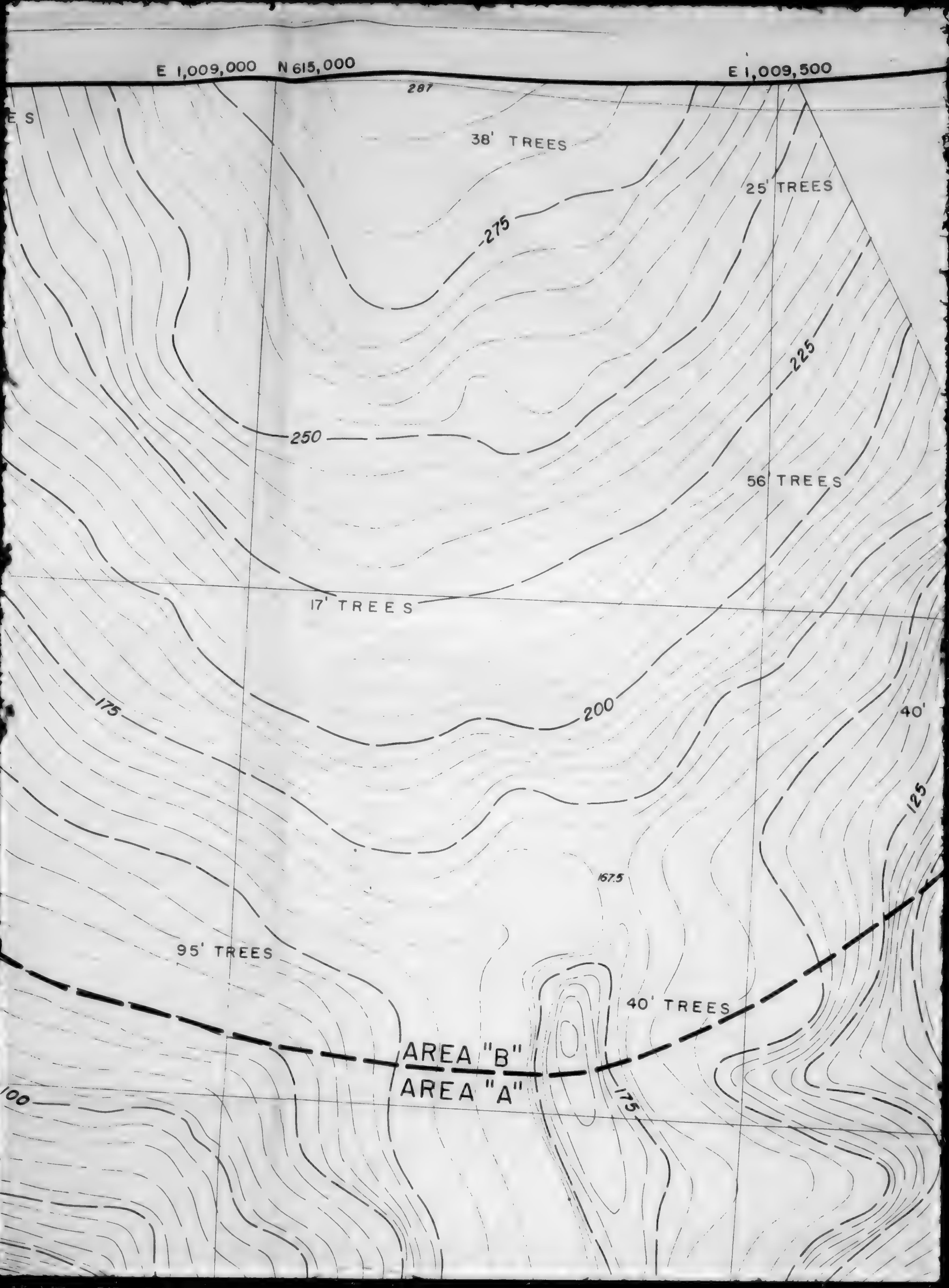
E 1,009,000
N 615,000
E 1,009,500
287
ES
38' TREES
25' TREES
275
225
250
56 TREES
17' TREES
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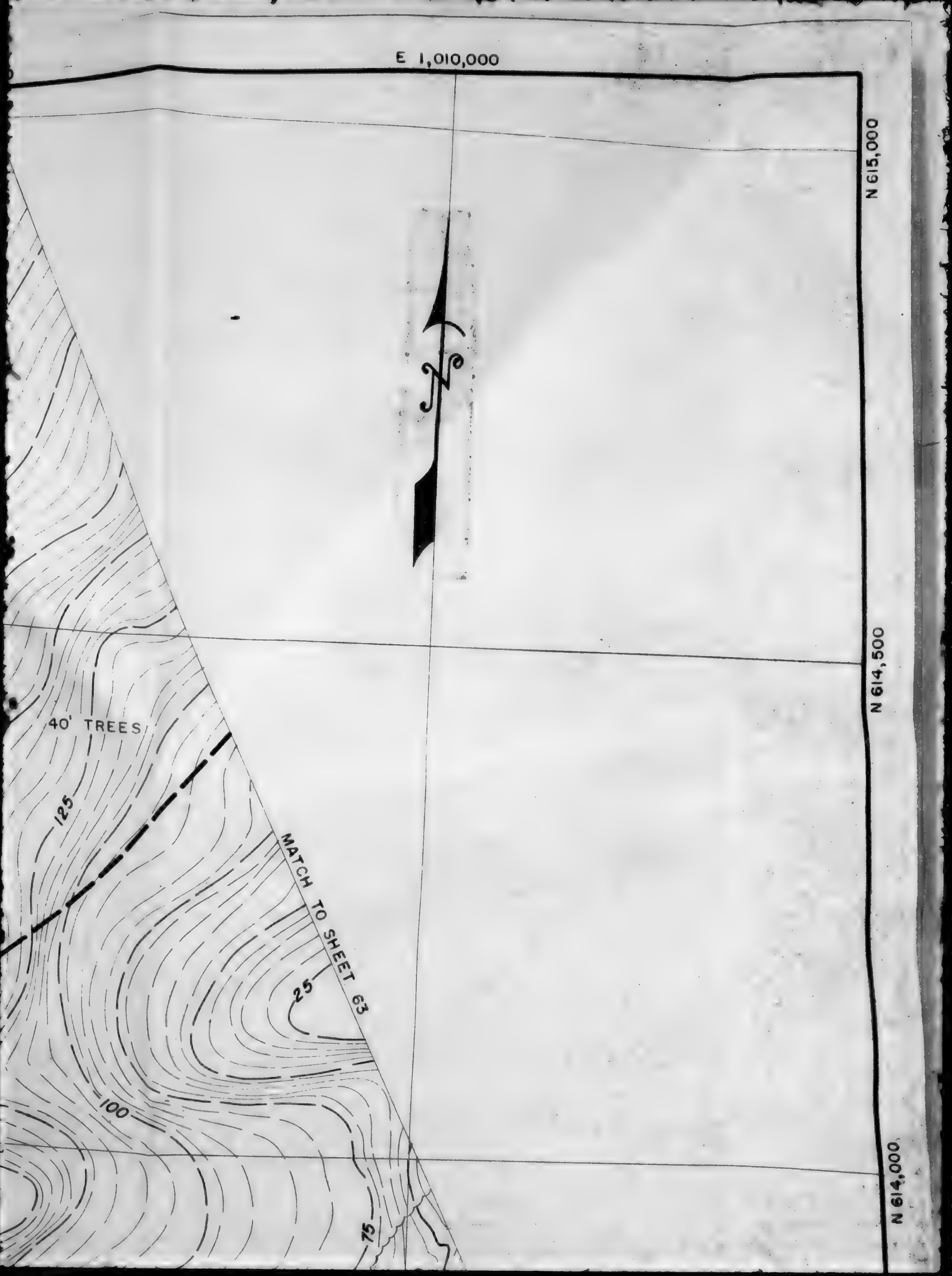
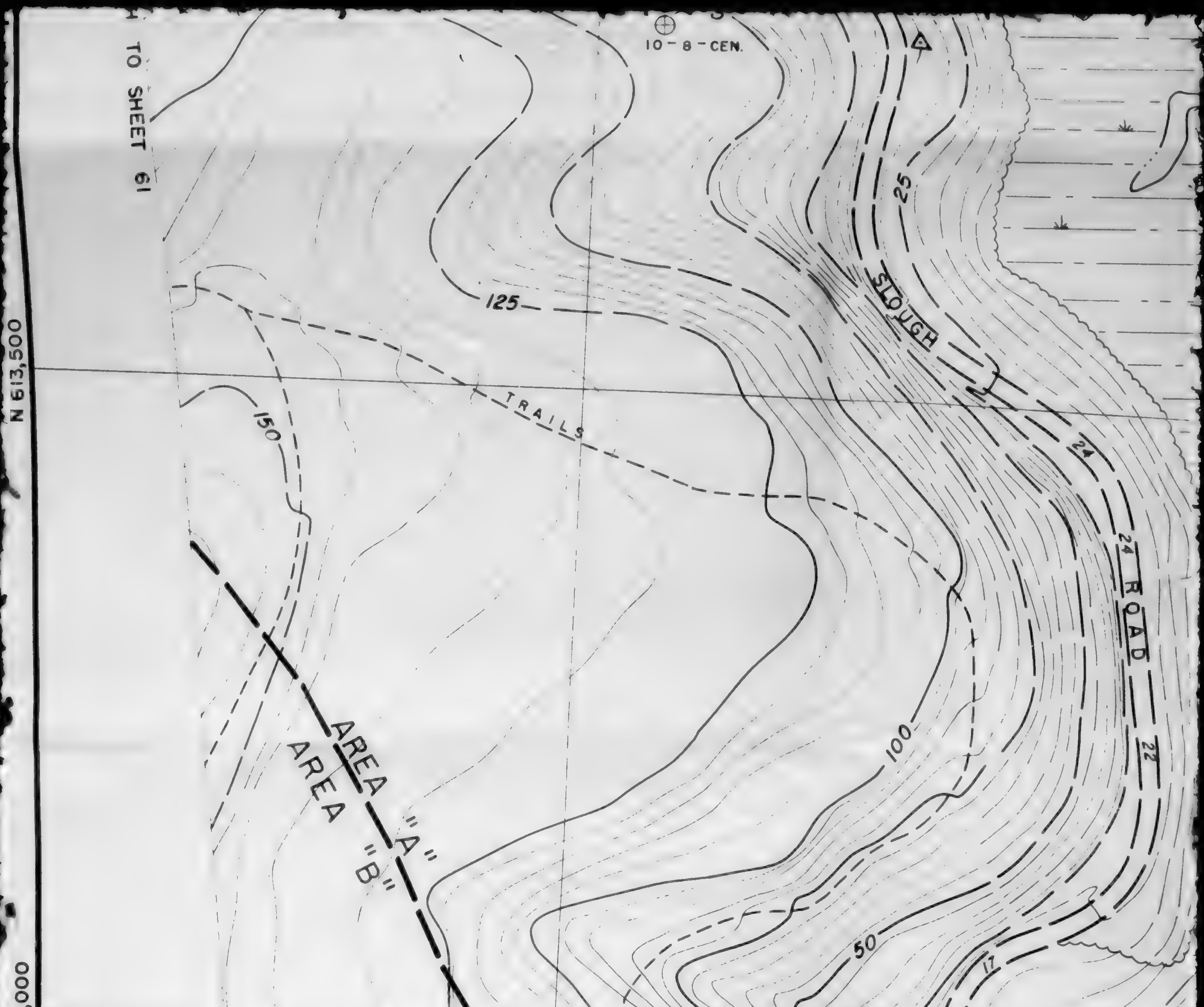
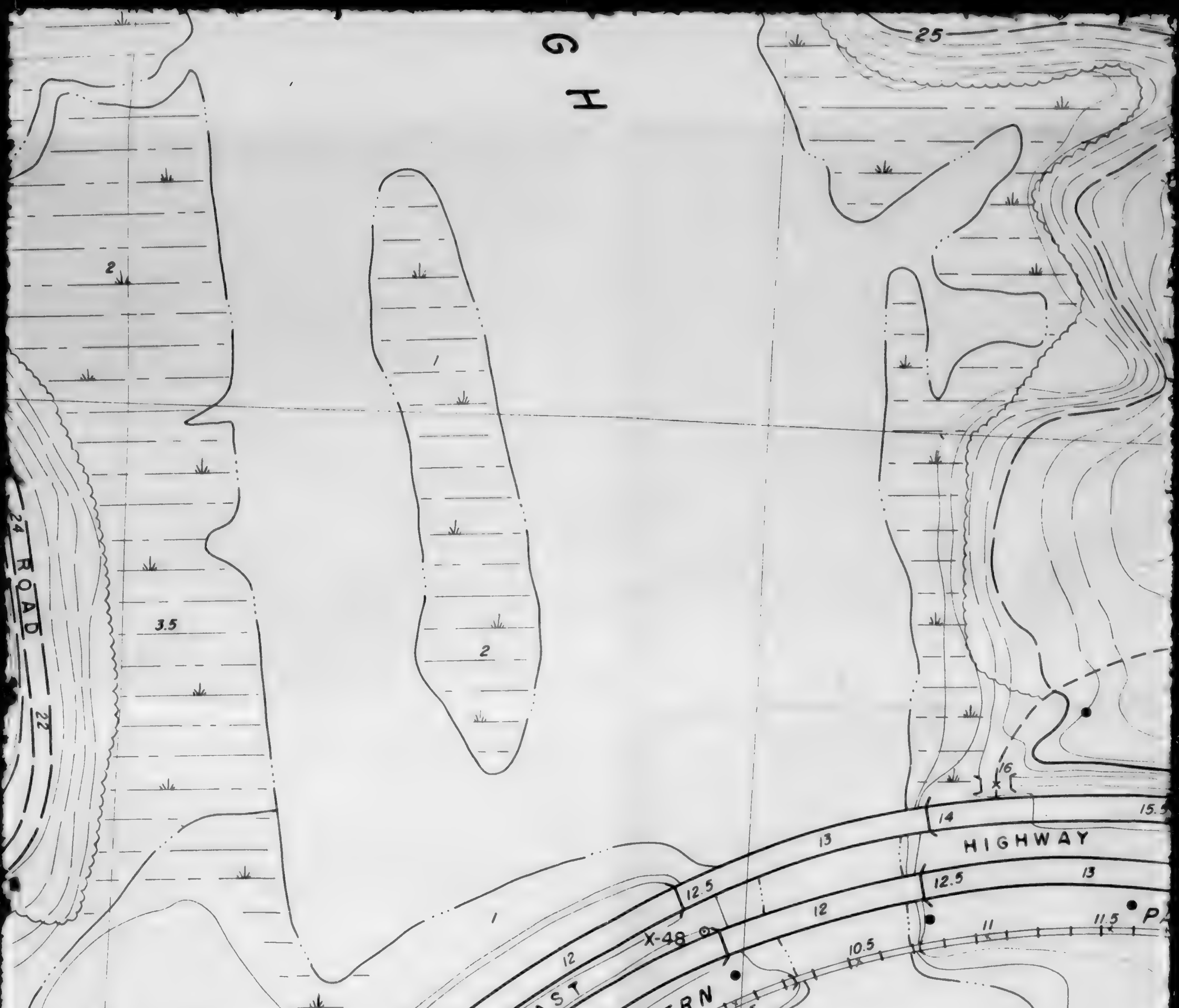
200
40'
125
167.5
95' TREES
40' TREES
AREA "B"
AREA "A"
100
175


E 1,010,000
N 615,000
N
40' TREES
N 614,500
125
MATCH TO SHEET 63
25
100
75
N 614,000


TO SHEET 61
10-8-CEN.
25
SLOUGH
125
N 613,500
TRAILS
150
24
24
ROAD
22
100
AREA "A"
AREA "B"
50
17
N 613,000
13
TRAILS
125
150
25
75
E 1,007,500
E 1,00

OREGON STATE HIGHWAY DEPARTMENT
DAVIS SLOUGH-BANDON SECTION
OREGON COAST HWY. COOS COUNTY
SCALE 1" = 100'
USC & GS 1947 DATUM ORE. SO. ZONE GRID
AERO SERVICE CORP. PHILADELPHIA, PA.
NOV. 29, 1955 SHEET 62 of 63


G H
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ROAD
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HIGHWAY
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12.5
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12
COAST
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SOUTHERN
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12
101
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7.5
MON. W-540
X=1,008,339.32
Y=612,924.24
EL. 6.95
12
11
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OREGON
10.5
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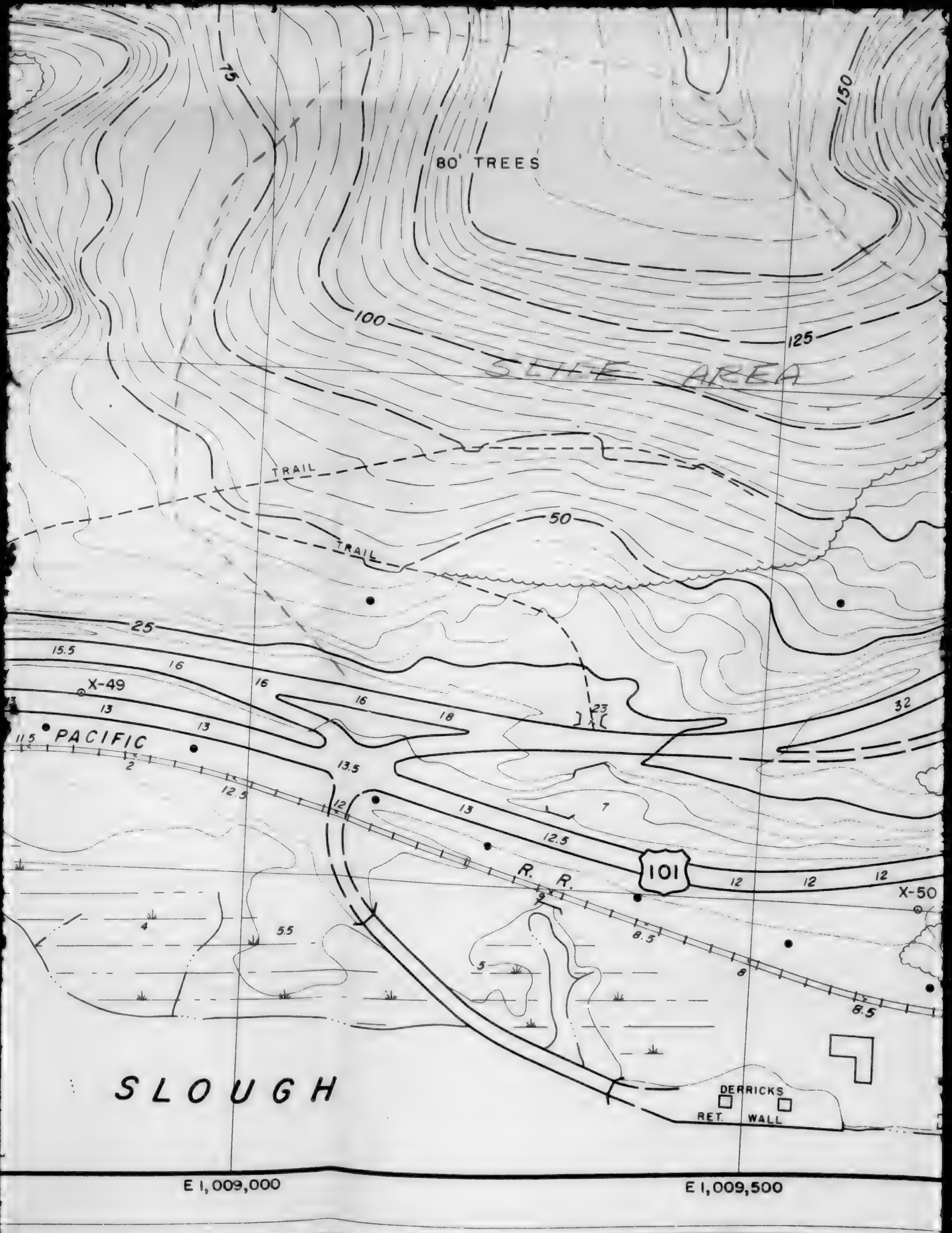
E 1,008,000
E 1,008,500



75
80' TREES
150
100
125
SLIDE AREA
TRAIL
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TRAIL
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15.5
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X-49
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PACIFIC
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101
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R. R.
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SLOUGH
DERRICKS
RET. WALL
E 1,009,000
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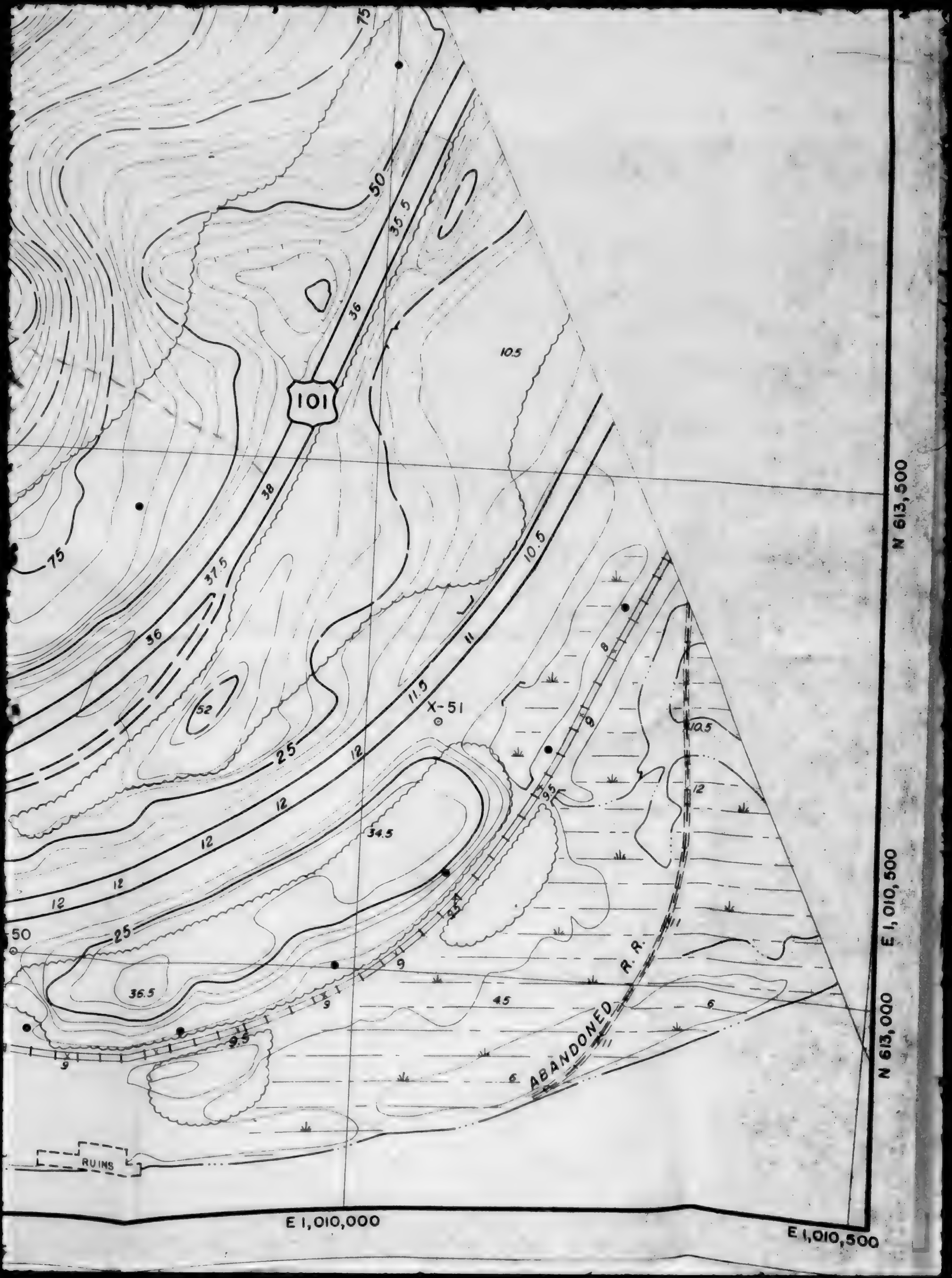
75
50
35.5
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101
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52
11.5
X-51
25
12
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36.5
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6
ABANDONED R.R.
11
RUINS
E 1,010,000
E 1,010,500
N 613,500
E 1,010,500
N 613,000

10-3422 Hwy. Maint. Bldg. Add'n. 1958
at Reedsport
#5378

OREGON STATE HIGHWAY DEPARTMENT

June 23, 1959
(date)

10-3422

5378

5378	4 F	Tom Lillebo Construction Co.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
15115	H248285	$ 1,497.38 / 6/23/59
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) / (DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from December 22, 1958

Time Extensions: None of record

Completion Date: May 25, 1959

Date Accepted: [illegible] July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: June 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: JUL 7 1959
GRW

NOTED ON CARD
LC

RECEIVED
JUN 16 1959
FOR FILING

[illegible]

[illegible]

June 15, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5378 for work performed on the maintenance building in Reedsport, Oregon Coast Highway in Douglas County was completed by the contractor, Tom Lillebo Construction Company, on May 25, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,497.38 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,590.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contract on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM 2-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 5 1959
FOR FILING

10-3422

[illegible]

Feb. 3, 1959

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5378, awarded Dec. 11, 1958, for Addition to Reedsport Maintenance Building in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 12 1958

FOR FILING
10-3422

5378

December 12, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5378 for construction of a block masonry addition to Highway Maintenance Building at Reedsport in Douglas County.

This award was based on your bid of $7,505.00 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

I. D. Merchant

RECEIVED
SEP 4 - 1958
FORM E-80 50M 8-57—6583
FOR FILING

10-3422

5278

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1958

SUBJECT: Addition to Reedsport Maintenance Building

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

We had in our 1958 Minor Building Betterment Budget an item for building a 24'x50' Open Frame Storage Building at Reedsport.

The City of Reedsport rejected our request for a permit for construction of a wood frame building in that area.

Inasmuch as we have sufficient funds in our 1958 Building Budget we ask your approval to prepare plans and to construct by contract this year, four bays (32'x57') of block construction to our existing maintenance building at Reedsport.

The building would be of the same design as shown on Drawings No. 11239 to 41 Reedsport Maintenance Building, except that no aprons or doors would be required. Also, the windows on the West side should be eliminated as these bays are primarily storage and this would allow storage along the back wall. The addition would be built on the Southerly end of the building.

Wiring of the lights in the addition could be done by our electricians as the amount of wiring to be done is negligible.

Estimated costs: Four bays 32'x57' = 1824 sq. ft. @ $4.00 = $7,300.00.

NOTED
P. M. STEPHENSON

E. F. Chidsey
Assistant Maintenance Engineer

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

HWH:hl

I-5-3(7)137 Calapooya & Stearns Lane 1958
Structures
#5379

RECEIVED
[illegible] 1 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

T [illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5379	8 Final	Tom Lillebo Construction Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25051	66999	$ 4,798.13	10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	180 workdays from December 22, 1958
Time Extensions:	None of record
Completion Date:	July 1, 1959
Date Accepted:	July 2, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959
GRu

NOTED ON CARD
dc

RECEIVED
OCT - 2 1959

FOR FILING
I-5-5 [illegible] 37

5377

October 2, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5379 for bridge widening of the Calapooya Creek and Stearns Lane Structures on Pacific Highway in Douglas County was completed by the contractor, Tom Lillebo Construction Company, on July 1, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $4,798.13 will be released to the contractor on or after October 13, 1959. The total contract amount is $150,588.70, of which amount $224.48 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

A

RECEIVED
JUL [illegible]
FOR FILING

July 21, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo Construction Company on contract #5379 for bridge widening of the Calapooya Creek Bridge and Stearns Lane Structures on Pacific Highway in Douglas County.

This payment, in the amount of $11,437.17 will be released to contractor on or after July 31, 1959. The retained percentage is $4,508.99.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Company
Bonding Department
320 California Street
San Franicisco 4, California

A

FORM 2-133 5M 10-55

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 14 1959
FOR FILING

J5-3(7)137

5379

Jan. 13, 1959

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5379, awarded Dec. 11, 1958, for bridge widening on the Calapooya Creek Bridge and Stearns Lane Overcrossing on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 12 1958
FOR FILING

I-5-3(7)157

5379

December 12, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5379 for Calapooya and Stearns Lane Structures on the Pacific Highway in Douglas County.

This award was based on your bid of $152,613.50 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
58
FOR FILING

I-5-3(7)137 When replying, refer to
08-35.4-0

53-9

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5379 for Oregon Project I-5-3(7)137, North Oakland Junction-Sutherlin Section of the Pacific Highway (Calapooya and Stearns Lane structures), to Tom Lillebo Const. Co. of Reedsport, Oregon, low bidder in the amount of $152,613.50 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to District

RECEIVED
DEC 12 1958
FOR FILING

FORM E-30X—37,500—8-57—1477
E-3(7)137
3379

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1958

To: Mr. Ivan Merchant
OFFICE

SUBJECT: Calapooya River Bridge
County FAS 218
Linn County

The subject named bridge is included in the proposed county FAS projects submitted to the Highway Commission for approval at its December 11-12 meeting.

In a preliminary investigation of this bridge project, Mr. Edgerton conferred with the U.S. Army Engineers and was advised that plans for the Holley Dam were fairly well advanced and construction of said dam would require relocation of the section of road which encompasses the new bridge proposed for construction with FAS funds. The relocation of this county road would, of course, be accomplished by the U.S. Engineers at the time the dam was actually constructed and the relocated line which has been laid out is approximately 1/2 mile removed from the existing road. If we proceeded with construction of this bridge as proposed by the county, and if the new dam were then constructed, it would result in a waste of public funds.

Apparently additional legislation is still required to clear the dam for actual construction; however, it is possible this legislation might be passed within the next year.

Based on the above information it would appear desirable to postpone this project for two to four years if the existing bridge could be safely used during this period of time.

This matter was discussed with Mr. Larsen, Linn County Engineer, and he agreed with this conclusion; however, to guide the county in its final decision, he requested that we make a study of the condition of the existing bridge including any recommendations we might have for reinforcing it or extending its usable life if such measures are necessary.

It would be appreciated if you could have such an investigation made and a report on the results forwarded to Mr. Larsen. The existing bridge carries highway department inventory number 12,848.

In the event the existing bridge cannot be safely utilized for the next few years, Mr. Larsen suggested it might be possible to design a steel girder or truss bridge with steel grid decking which would permit salvaging of all but the piers when and if the dam is constructed.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
cc: G. S. [illegible]
~~Tom [illegible]~~
J. D. Walker
Roy Edgerton

NOTED
[illegible]

20-3339 Jessie M. Honeyman St. 1958
Park Ext.
#5380

A

RECEIVED
1960
FOR FILING

20-3339

5380

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 8, 1960

SUBJECT: Contract No. 5380

To: Mr. M. H. Stump
Resident Engineer
North Bend, Oregon

Please find enclosed 12 diaries on the above contract and copies of weekly report sheets from December 20, 1958, through July 31, 1959. Please return these to me immediately following the trial.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
enc.

cc: Floyd Query
L. I. Lindas

NOTED
FLOYD QUERY

D C A

RECEIVED
FEB 11 1960
FORM E-30 30M 11-58 15000

FOR FILING
20.3384
5380

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon
February 10, 1960

SUBJECT: Contract No. 5380

To:

Mr. Frank C. McKinney
Cheif, Office Section
Salem Office

Please find enclosed 12 diaries on the above contract and copies of weekly report sheets mentioned in your letter of February 8, 1960.

M. M. Stump
Resident Engineer

c.c. Floyd Query
L. I. Lindas

NOTED
FLOYD QUERY

RECEIVED

FORM E30-X—12½M—6-55—98205

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 5, 1960

SUBJECT: Contract 5380

To: MEMORANDUM TO FILE:

On February 3rd I contacted Mr. Venn by phone and informed him that the file to which he referred contained nothing of importance to his case, unless it would be the weekly work progress sheets submitted by Mr. Stump, Resident Engineer. I told him it would be best for him to subpoena Stump directly and that Stump could probably testify from his diary.

On February 4th Mr. Venn again called and informed me that he was subpoening Mr. Stump, but that Mr. Stump had informed him that his diary and records were incomplete. Mr. Venn wanted to subpoena the file and Floyd Query. I informed Mr. Venn that if Mr. Stump, who is already under subpoena, would come to Salem we would let him remove the weekly report which he wrote from our file, to be used and then returned by him. This would avoid Mr. Query being subpoened, as well as having to produce the general file on the contract which contains and covers many matters over and beyond the weekly reports.

After the above phone call, I cleared this procedure with Mr. Query and Mr. Lindas.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: Floyd Query
L. I. Lindas

NOTED
FLOYD QUERY

RECEIVED
JAN 11 1960
FOR FILING

19

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1960

20-3339
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5380
(VOUCHER NO.)

9 F
(WARRANT NO.)

Eugene Gardens
(AMOUNT)

(DATE)

31883

140485

$ 4,349.45

1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	40 workdays from December 22, 1958
Time Extensions:	1 extension of 3 days granted.
Completion Date:	July 20, 1959
Date Accepted:	September 24, 1959
Penalties:	None of record
Claims:	1 claim against this contract. No request from surety to withhold payment.
Remarks:	

Date: January 7, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN -8 1960

1c

RECEIVED
DEC 31 1959
FOR FILING
[illegible]
5380

December 18, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5380 for the Honeyman State Park Extension Project on the Oregon Coast Highway in Lane County was completed by the contractor, Eugene Gardens, on July 20, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $4,349.45 will be released to the contractor on or after December 28, 1959. The total contract amount is $53,893.09, and no force account work was performed on the project.

Claims have been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

RECEIVED
AUG 21 1959
FOR FILING

20-3339

5380

August 20, 1959

Bailey, Hoffman & Spencer
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

Thank you for your letter of August 18 informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr. in connection with the following State Highway Contracts:

See: Contract #5316

Fort Stevens State Park Extension, Contract No. 5316 - $3,176.57.

Beverly Beach State Park Overnight Camp Extension, Contract No. 5381 - $9,302.05.

Honeyman State Park Overnight Camp Extension, Contract No. 5380 - $3,981.25.

We will advise the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

A

RECEIVED
AUG 21 1959

FOR FILING

5380

August 20, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins
Manager, Claim Division

Gentlemen:

We have a letter, dated August 18, from Bailey, Hoffman & Spencer, Eugene, informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr., on the following three State Highway Contracts

Contract No. 5316, Fort Stevens State Park Extension - $3,176.57.

Contract No. 5381, Beverly Beach State Park Overnight Camp Extension - $9,302.09.

Contract No. 5380, Honeyman State Park Overnight Camp Extension - $3,981.25.

This information is provided as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc.
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1315 Sylvan St.
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD

RECEIVED
AUG 17 1959
FOR FILING

August 18, 1959

Eugene Gardens
1515 Sylvan
Eugene
Oregon

Gentlemen:

Please refer to our letter of August 14th re your request for 15 additional workdays within which to complete your contract #5380, park extension of Honeyman State Park on the Oregon Coast Highway in Lane County.

We neglected to tell you that after carefully reviewing all available information, the Highway Commission denied your request.

However, the Highway Commission granted 3 additional workdays under Price Agreement #2 without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: F. D. Morgan
E. H. Ash
C. A. Gardner

NOTED ON CARD
dc

August 14, 1959

Eugene Gardens
1515 Sylvan
Eugene
Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 13, 1959, had under discussion your request for an extension of time for 15 additional workdays within which to complete your contract #5380, park extension of Honeyman State Park on the Oregon Coast Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted 3 additional workdays under Price Agreement #2. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: F. D. Morgan
E. H. Ash
C. A. Gardner

NOTED ON CARD

RECEIVED
AUG 11 1959
FOR FILING

[illegible]

5380

August 10, 1959

Florence Gravel Co.
P. O. Box 353
Florence, Oregon

Attention: Mr. Cecil E. Willet

Gentlemen:

Thank you for your letter of August 8 informing us that Eugene Gardens have paid in full the amount owed you for rock furnished in connection with the park extension at Honeyman State Park in Lane County, our Contract No. 5380. We will advise the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
lc

Florence Gravel CO.

P.O.Box 353
Florence, Oregon
August 8 1959

#5380

Oregon State Highway Department
Accounting Division
Salem, Oregon

Dear Sir:

WE have been paid in full for the rock furnished to Eugene Gardens on the Honeyman State Park contract.

Very truly yours

Florence Gravel CO.

Cecil E. Willet

AUG 10 1959

A

RECEIVED
AUG 11 1959
FOR FILING
20-5587
5380

August 10, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins
Manager, Claim Division

Gentlemen:

We have received a letter, dated August 8, from the Florence Gravel Company, Florence, informing us that Eugene Gardens have paid in full the amount (not stated) owed them for rock furnished in connection with the Honeyman State Park extension project in Lane County, our Contract No. 5380.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

NOTED ON CARD
ac

Eugene Gardens
1915 Sylvan
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

Form E-1—(Rev.)-

20-3339

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31, 1959

Section Honeyman State Park

Kind of work Park Extension

Highway Oregon Coast County Lane

Section prefix 20-3339

Contractor Eugene Gardens

Contract number 5380

Date of contract December 11, 1958

Specified work days 40

Date work started December 9, 1958

Work days used 57

Project authorization $68,123.81

Exclusive of engineering $63,279.45

Per cent of time elapsed 142%

Estimated cost of completed project, exclusive of engineering $63,279.45

Estimated per cent ~~overrun~~ XXXXXX or underrun . . . . # 6.4%

Per cent of contract completed, based on estimated cost . . . . # 100%

Engineering authorization $4,844.36

Engineering cost to date $3,114.65, 64%

Date project was completed July 20, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Semi-Final estimate made this week and sent to E. H. Ash, Resident Bridge Engineer.

# Denotes percent of grading and clearing.

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1959
NOTED-- ☐ g ☐ B ☐ F ☐ K ☐
CE ACE ACE COE

Noted
M. N. Juve

NOTED
JOHN R. OAKES

NOTED
[illegible]

Signed M M Stump M. M. Stump

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

RECEIVED
AUG 3 - 1959

FOR FILING

[illegible] 3339

5380

July 31, 1959

Request for Extension of Time
No. 1
August 13 meeting

Oregon State Highway Commission

Gentlemen:

Re: Honeyman State Park Extension
Contract No. 5380

Contract No. 5380 for an extension of Honeyman State Park camping facilities was awarded on December 11, 1958, to Eugene Gardens.

The beginning date of workday count was December 22 except that no workdays would be charged from November 30 to March 1. During the three months' free time, the clearing work could have been completed. This would have left the entire 40 workdays after March 1 for the completion of the job, which should have been sufficient time. I recommend, therefore, that the contractor's request for 15 additional workdays be denied.

Price Agreement No. 1 requires the installation of 400 feet of sewer pipe as additional work under the contract. To complete the work under this price agreement, I recommend that the contractor be allowed three days' extension of time without assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

Attached

cc Mr. Ivan D. Merchant
IDM:mm:gm

RECEIVED
AUG 3 - 1959
FOR FILING

20-3339

5380

A

July 30, 1959

Maryland Casualty Company
Equitable Building
Portland, 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

We have received a letter, dated July 27, from the Secretary of State informing us that the three notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d.b.a. Eugene Gardens, on our Contracts 5316, 5381 and 5380, have now been filed in his office.

A description of these three claims was outlined in our letter of July 23 to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
Lc

RECEIVED
JUL 28 1959
FOR FILING

30-[illegible]

[illegible]

July 28, 1959

Mr. Monte E. Walter
Attorney at Law
4316 S. E. Hawthorne Blvd.
Portland 15, Oregon

Dear Mr. Walter:

This will acknowledge your letter of July 25 and the attached claim of Wilford Moe, in the amount of $464.59, for labor furnished Alvin P. Parker, d. b. a. Eugene Gardens, for park extension at Fort Stevens State Park in Clatsop County, our Contract No. 5316. So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Claims have been filed on Contracts Nos. 5380 and 5381 for park extension at Honeyman State Park in Lane County, and at Beverly Beach State Park in Lincoln County, respectively.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

Bailey, Hoffman & Spencer
Lawyers
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

This will acknowledge your letter of July 21 and the attached notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d. b. a. Eugene Gardens on our contracts as follows:

Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park in Lincoln County - $9,302.05.

Contract No. 5380 - Park extension at Honeyman State Park in Lane County - $3,981.25.

So that there will be no misinterpretation of the law, we are forwarding these claims to the Secretary of State for filing. In the meantime the information will be noted in our records and we will advise the suretyand the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
E.C.

July 21, 1959

To STATE OF OREGON, by and through the State Highway Commission:

NOTICE IS HEREBY GIVEN that the undersigned, GEORGE W. MILLETT, JR., has a claim for labor and materials performed and furnished by him in the sum of $3,981.25 with interest at the rate of 6% per annum from June 12, 1959 against the bond taken from the Maryland Casualty Company as the Surety and Alvin P. Parker, d.b.a. Eugene Gardens, and Avon D. Babb, as joint venturers, for the work of furnishing the labor and necessary materials for Honeyman State Park Overnight Camp Extension in Lane County, Oregon, under a contract dated November 12, 1958, on which contract job the undersigned was a subcontractor.

RECEIVED
JUL 24 1959
FOR FILING

[illegible]

July 23, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached are three notices of claims for filing, received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d.b.a. Eugene Gardens on the following contracts:

Contract No. 5316 - Park extension at Fort Stevens State Park - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park - $9,302.05.

✓ Contract No. 5380 - Park extension at Honeyman State Park - $3,981.25.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

A

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

A letter, with claims attached, dated July 21, has been received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George [illegible]. Millett, Jr., Eugene, advising that Eugene Gardens owe him for labor and materials furnished on the following State Highway Contracts:

Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3, 176. 57.

Contract No. 5301 - Park extension at Beverly Beach State Park in Lincoln County - $9, 304. 05.

Contract No. 5300 ✓ - Park extension at Honeyman State Park in Lane County - $5, 981. 25.

This information is furnished as your Company appears as surety on the performance bonds in connection with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

Eugene Gardens
1515 Sylvan St.
Eugene, Oregon

Fc

CWH:fp

RECEIVED
JUL 23 1959
FOR FILING

July 22, 1959

Florence Gravel Co.
P. O. Box 353
Florence, Oregon

Attention: Mr. Cecil E. Willet

Gentlemen:

This will answer your letter of July 20 stating that you have never been paid for rock furnished to Eugene Gardens for work on the Honeyman State Park. From our records this appears to be in connection with our Contract No. 5380 with Eugene Gardens for park extension work in Honeyman State Park in Lane County. Our Bridge Division informs us that this contract is completed but has not yet been accepted by the Highway Commission.

The Maryland Casualty Company, through Robert Cross Insurance, 111 E. Broadway, Eugene, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

Enc.
CWH:fp

Florence Gravel Co.
P.O. Box 353
Florence Oregon
July 20,1959

REFERRED TO
[illegible]

Dear Sir :

Ihave never been paid for the rock I furnished for Eugenen Gardens for Honeyman State Park . I thought I should notify you . When Iam paid I will notify you at once .

#5380
Lane Co.

Very truly yours,
Florence Gravel Co.

Cecil E. Willet

[illegible]

Bridge
Art Gottfried
418

RECEIVED
JUL 23 1959
FOR FILING

[illegible]

5380

July 22, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Mr. J. P. Stapleton

Gentlemen:

A letter has been received from Florence Gravel Co., P. O. Box 353, Florence, dated July 20, informing us that they have never been paid for rock furnished to Eugene Gardens. (Amount not stated). This appears to be in connection with our Contract No. 5380 for park extension work in Honeyman State Park on the Oregon Coast Highway in Lane County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert Cross Insurance
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
LC

CWH:fp

files A

RECEIVED
APR 9 - 1959
FOR FILING
60-3339

1-2

April 8, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton, Mgr.
Claim Division

Gentlemen:

A letter has been received from Mr. M. E. Reynolds, Attorney at Law, Astoria, on behalf of his client, N-J Logging & Construction Company, Seaside, advising that Eugene Gardens owes them $2,128.50 for numerous contracts, which appear to be in connection with our Contract No. 5316 for the Fort Stevens State Park Extension in Clatsop County, and Contract No. 5380 for the Honeyman State Park Extension in Lane County.

This information is provided as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mr. Robert Cross
Resident Agent
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
dc

files A

RECEIVED
APR 9 - 1959
FOR FILING

April 8, 1959

Mr. M. E. Reynolds
Attorney at Law
Spexarth Building
Astoria, Oregon

Dear Mr. Reynolds:

This will acknowledge your letter of March 27 sent to the attention of our Parks Department relative to your client, Mr. Ned C. Jones, doing business as N-J Logging & Construction Company. You stated that N-J Logging & Construction Company have entered into numerous contracts with Alvan P. Parker, dba Eugene Gardens, in connection with state work on the Honeyman State Park and the Fort Stevens State Park, and that they now have claims against Eugene Gardens in the amount of $2,128.50.

Our records indicate that there are two contracts involved with Eugene Gardens, namely, Contract No. 5380, park extension work on the Honeyman State Park in Lane County; and Contract No. 5316, park extension work at Fort Stevens State Park in Clatsop County. The Maryland Casualty Company, through Robert Cross, Resident Agent, 111 E. Broadway, Eugene, furnished the performance bond on each contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Our Bridge Division informs us that both of these jobs are approximately 95 percent complete.

If your client wishes to protect his claim for a period longer than six months following acceptance of the contracts by the Highway Commission, the claim should be filed with the Secretary of State. No doubt, you are familiar with the filing procedure. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing of claims. In themeantime, this information will be noted in our records and we will advise the surety and the contractor regarding it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD

FORM F 3-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 6, 1959

Mr. M. E. Reynolds, Attorney
Spexarth Building
Astoria, Oregen

Dear Mr. Reynolds:

Your letter of March 27th relative to the claim of Ned C. Jones doing business as N-J Logging & Construction Company of Seaside against Eugene Gardens is being forwarded to the Secretary of the Commission who I am very sure will furnish you with the desired information.

Very truly yours,

C. H. Armstrong

C. H. Armstrong
State Parks Superintendent

CHA:dp

cc Floyd Query ✓

See previous reply

	NOTED	
	A[illegible]	✓
	K[illegible]	
	Du[illegible]	
	Law	
	Fo[illegible]	
	Gas [illegible]	

M. E. REYNOLDS
ATTORNEY AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON

March 27, 1959

Oregon State Highway Department
State Highway Building
Salem, Oregon

Att'n: Parks Department

Gentlemen:

This office represents Mr. Ned C. Jones, doing business as N-J Logging & Construction Company. Mr. Jones conducts his business out of Seaside, Oregon.

N-J Logging & Construction Company entered into numerous contracts with Alvan [illegible]. Parker, dba Eugene Gardens in connection with the latter's contract with the Department for work on Honeyman State Park, and Fort Stevens State Park.

N-J Logging now has claims against Eugene Gardens amounting to $2,128.50. On its behalf, I wish to advise the department of these claims, and request that you advise of the nature and name of the bond furnished by Eugene Gardens.

Very truly yours,

M. E. Reynolds

M. E. Reynolds

FORM E-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
JAN 7 - 1959
FOR FILING

20-3339

5380

Jan. 6, 1959

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5380, awarded Dec. 11, 1958, for Honeyman State Park Extension on the Oregon Coast Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 22 1958
FOR FILING
20-3339
5380

December 19, 1958

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

Confirming our action of this date we handed you the following checks:

> Cashier's check No. 9090 in the amount of $3,300, submitted as a proposal guaranty with your low bid for the Jessie M. Honeyman State Park Extension Project in Lane County on which project bids were received November 12, 1958, our contract No. 5380.
>
> Cashier's check No. 15-41257 in the amount of $4,136.15, submitted as a proposal guaranty with your low bid for the Beverly Beach Park Extension Project in Lincoln County on which project bids were received November 12, 1958, our contract No. 5381.

As these contracts have been fully executed the checks were given to you.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

fp:jmc
cc: John Herr

A

RECEIVED
DEC 12 1958
FOR FILING

20-3339

5360

December 12, 1958

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5360 for the State Park Extension on the Oregon Coast Highway in Lane County.

This award was based on your bid of $55,054.50 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

21-3348 Beverly Beach Park Ext. 1958

#5381

RECEIVED
JAN 25 1960
FOR FILING

5381

January 21, 1960

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5381 for the Beverly Beach State Park Extension Project on the Oregon Coast Highway in Lincoln County was completed by the contractor, Eugene Gardens, on July 22, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Revised final payment in the amount of $2,629.23 will be released to the contractor as soon as warrant is prepared. The total contract amount is $87,641.01, of which amount $571.65 represents force account items.

[illegible] notified [illegible]

A claim was filed against this contract, but has now been paid in full, of which you were previously notified.

Our records indicate that you were previously informed of this information.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

RECEIVED
DEC 29 1959
FOR FILING

December 29, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5381 for the Beverly Beach State Park Extension Project on the Oregon Coast Highway in Lincoln County was completed by the contractor, Eugene Gardens, on July 22, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,359.23 will be released to the contractor on or after January 8, 1960. The total contract amount is $87,371.01, of which amount $571.65 represents force account items.

There was a claim filed against this contract, but was paid in full as of August 18, 1959, of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Robert Gross, Insurance
111 E. Broadway
Eugene, Oregon

A

RECEIVED
SEP 29 1959
FOR FILING

3341

5381

September 28, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Eugene Gardens on contract #5381 for the Beverly Beach State Park extension on Oregon Coast Highway in Lincoln County.

This payment, in the amount of $7,716.41 will be released to contractor on or after October 8, 1959. The retained percentage is $2,629.23.

There was a claim filed against this project by Geo. W. Millett which has been paid in full as per attorneys' letter of August 18, 1959, of which you have previously been notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

A

RECEIVED
AUG 21 1959
FILING

[illegible]

1371

August 20, 1959

Bailey, Hoffman & Spencer
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

Thank you for your letter of August 18 informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr. in connection with the following State Highway Contracts:

See: Contract #5316

Fort Stevens State Park Extension, Contract No. 5316 - $3,176.57.

Beverly Beach State Park Overnight Camp Extension, Contract No. 5381 - $9,302.05.

Honeyman State Park Overnight Camp Extension, Contract No. 5380 - $3,981.25.

We will advise the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

RECEIVED
AUG 21 1959
FOR FILING

5381

A

August 20, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins
Manager, Claim Division

Gentlemen:

We have a letter, dated August 18, from Bailey, Hoffman & Spencer, Eugene, informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr., on the following three State Highway Contracts:

Contract No. 5316, Fort Stevens State Park Extension - $3,176.57.

Contract No. 5381, Beverly Beach State Park Overnight Camp Extension - $9,302.09.

Contract No. 5360, Honeyman State Park Overnight Camp Extension - $3,981.25.

This information is provided as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc.
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1919 Sylvan St.
Eugene, Oregon

TED ON CARD
ec

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
AUG 3 - 1959
FOR FILING

[illegible]

5381

July 30, 1959

Maryland Casualty Company
Equitable Building
Portland, 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

We have received a letter, dated July 27, from the Secretary of State informing us that the three notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d. b. a. Eugene Gardens, on our Contracts 5316, 5381 and 5380, have now been filed in his office.

A description of these three claims was outlined in our letter of July 23 to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
Dc

A

RECEIVED
JUL 28 1959
FOR FILING
31-3348

5381

July 28, 1959

Mr. Monte E. Walter
Attorney at Law
4316 S. E. Hawthorne Blvd.
Portland 15, Oregon

Dear Mr. Walter:

This will acknowledge your letter of July 25 and the attached claim of Wilford Moe, in the amount of $464.59, for labor furnished Alvin P. Parker, d. b. a. Eugene Gardens, for park extension at Fort Stevens State Park in Clatsop County, our Contract No. 5316. So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Claims have been filed on Contracts Nos. 5380 and 5381 for park extension at Honeyman State Park in Lane County, and at Beverly Beach State Park in Lincoln County, respectively.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

A

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

Bailey, Hoffman & Spencer
Lawyers
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

This will acknowledge your letter of July 21 and the attached notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d.b.a. Eugene Gardens on our contracts as follows:

Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3,176.57.

✓ Contract No. 5381 - Park extension at Beverly Beach State Park in Lincoln County - $9,302.05.

Contract No. 5380 - Park extension at Honeyman State Park in Lane County - $3,981.25.

So that there will be no misinterpretation of the law, we are forwarding these claims to the Secretary of State for filing. In the meantime the information will be noted in our records and we will advise the suretyand the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
AC

July 21, 1959

To **STATE OF OREGON**, by and through the State Highway Commission:

NOTICE IS HEREBY GIVEN that the undersigned, GEORGE W. MILLETT, JR., has a claim for labor and materials performed and furnished by him in the sum of $9,302.05 with interest at the rate of 6% per annum from June 11, 1959 against the bond taken from the Maryland Casualty Company as the Surety and Alvin P. Parker, d.b.a. Eugene Gardens, and Avon D. Babb, as joint venturers, for the work of furnishing the labor and necessary materials for Beverly Beach State Park Overnight Camp Extension in Lincoln County, Oregon, under a contract dated November 12, 1958, on which contract job the undersigned was a subcontractor.

RECEIVED
JUL 24 1959
FOR FILING

5381

July 23, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached are three notices of claims for filing, received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d. b. a. Eugene Gardens on the following contracts:

Contract No. 5316 - Park extension at Fort Stevens State Park - $3,176.57.

✓ Contract No. 5381 - Park extension at Beverly Beach State Park - $9,302.05.

Contract No. 5380 - Park extension at Honeyman State Park - $3,981.25.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. F. Stapleton
Claim Division

Gentlemen:

A letter, with claims attached, dated July 21, has been received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George [illegible]. Millett, Jr., Eugene, advising that Eugene Gardens owe him for labor and materials furnished on the following State Highway Contracts:

Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park in Lincoln County - $9,302.63.

Contract No. 5380 - Park extension at Honeyman State Park in Lane County - $3,981.25.

This information is furnished as your Company appears as surety on the performance bonds in connection with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

Eugene Gardens
1915 Sylvan St.
Eugene, Oregon

CWH:fp

Form E-1—(Rev.)—10M—2-59

21-3348

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 4 July, 1959

Section Beverly Beach State Park

Kind of work Const. Add'l. Park Facilities

Highway Oregon Coast County Lincoln

Section prefix 21-3348

Contractor Eugene Gardens

Contract number 5381

Date of contract 11 December, 1958

Specified work days 40

Date work started 3 December, 1958

Work days used

Project authorization See Res. Bridge Eng'r's. Report.

Exclusive of engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $, %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity by grading contractor on this project this week. Project is complete except for minor finishing and clean-up work.

State Oiling crew completed oiling this project Friday, 3 July.

**** FINAL REPORT ON THIS PROJECT FROM THIS OFFICE ****

NOTED
M. N. Juve

NOTED
[illegible]

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1959

NOTED-- CE ACE COE

Signed Wendell E. [illegible]

Address Box 37, Newport.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56			
Miles partially completed					
Miles completed	0.56	0.56			
Total estimated quantities (contract)	35,000	2,200			
Total quantities corrected to date	25,000	2,065			
Estimated quantities moved or placed to date	25,000	2,065			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Part Cloudy		
Tuesday	Fair		
Wednesday	Part Cloudy		
Thursday	Part Cloudy		
Friday	Fair		
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56			
Miles partially completed					
Miles completed	0.56	0.56			
Total estimated quantities (contract)	35,000	2,200			
Total quantities corrected to date	25,000	2,065			
Estimated quantities moved or placed to date	25,000	2,065			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Part Cloudy		
Tuesday	Fair		
Wednesday	Part Cloudy		
Thursday	Part Cloudy		
Friday	Fair		
Saturday			

RECEIVED
JUN 5 1959

FOR FILING
5381

June 1, 1959

Eugene Gardens
1515 Sylvan
Eugene
Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 28, 1959, had under discussion your request for 5 additional workdays within which to complete your Contract #5381, Beverly Beach State Park Extension on the Oregon Coast Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: J. D. Walker
George Danforth
Ivan Merchant

APPROVED BY HIGHWAY COMMISSION
DATE May 28, 1959
C. W. Heck
Ass't Secretary

A

RECEIVED
MAY 27 1959
FOR FILING

[illegible] 118
5381

May 26, 1959

Request for Extension of Time
No. 4
May 28 and 29 Commission Meeting

Oregon State Highway Commission

Gentlemen:

Re: Beverly Beach State Park Extension
Contract No. 5381

A contract was awarded December 11, 1958 to Eugene Gardens for the extension of existing facilities in the Beverly Beach State Park.

Under the contract, a completion time limit of 40 workdays was specified. Under this contract, the contractor was asked to do additional work. For this reason, I recommend that the contractor be given additional five workdays to complete the contract without penalty.

The concurrence of the contractor's surety is attached hereto.

Very truly yours,

W. C. Williams
State Highway Engineer

Attached

IOM/mm

FORM E-123 5M 10-58

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 7 - 1959
FOR FILING
21-3348
5381

Jan. 6, 1959

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5381, awarded Dec. 11, 1958, for Beverly Beach State Park Extension on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
DEC 22 1958
FOR FILING

21-3248

5381

December 19, 1958

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentleman:

Confirming our action of this date we handed you the following checks:

Cashier's check No. 9090 in the amount of $3,300, submitted as a proposal guaranty with your low bid for the Jessie M. Honeyman State Park Extension Project in Lane County on which project bids were received November 12, 1958, our contract No. 5380.

Cashier's check No. 15-41257 in the amount of $4,136.15, submitted as a proposal guaranty with your low bid for the Beverly Beach Park Extension Project in Lincoln County on which project bids were received November 12, 1958, our contract No. 5381.

As these contracts have been fully executed the checks were given to you.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

fp:jmc
cc: John Herr

A

RECEIVED
DEC 12 1958
FOR FILING

A-5348

5381

December 12, 1958

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5381 for the Beverly Beach Park Extension on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $82,523.75 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

I-5-4(28)217 5 Drainage Structures on 1958
relocated Pacific Hwy. S.
#5382 of Albany

RECEIVED
OCT 20 1960
FOR FILING

[illegible] 11 [illegible]

5382

October 19, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5382 for 5 drainage structures on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County was completed by the contractor, Tom Lillebo Construction Co., on October 28, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $16,625.40 will be released to the contractor on or after October 29, 1960. The total contract amount is $306,885.79, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

p

FORM E-123 5M 10-

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 11 1959
FOR FILING

I-5-4(28)217

5382

Jan. 13, 1959

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5382, awarded Dec. 11, 1958, for five drainage structures on the South Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Contract 5382

RECEIVED
JAN 1959
1-5-1
FOR FILING

Monthly Transaction No.	For 2 (9- /)	e **Oregon**
Project Report No. I-5-4(28)217 5	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **I-5-4(28)217**

5382

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Linn-West Road to Halsey Road, on U. S. 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	**10-28-58**	**0.1**
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ **343,963.00**	$ **317,000.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
C G Polk
By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **January 12, 1959**

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Santiam Jct.-Lane County Line Section, Project No. I-5-4(28)217.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Santiam Jct.-Lane County Line Section (Structures), Project No. I-5-4(20)217.

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-4(28)217

SANTIAM JUNCTION-LANE COUNTY LINE SECTION (STRUCTURES)

ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1958

Type Code X021
Calapooya Overflow Bridge #8235 (Sta. 1802+77.5 to Sta. 1804+66.5)(Contract #5382)

Structural Excavation	240	cu. yds.	$4.00	$ 960.00
Furnish and Drive Test Pile	1	only	200.00	200.00
Furnish Concrete Piling	2,888	lin. ft.	4.35	12,562.80
Drive Piles	76	only	65.00	4,940.00
Splice Piles	25	only	25.00	625.00
Class "A" Concrete	783	cu. yds.	62.00	48,546.00
Metal Reinforcement	188,000	lbs.	0.123	23,124.00
8-inch Metal Drain Pipe	80	lin. ft.	4.00	320.00
				$ 91,277.80

Type Code X021
Calapooya Overflow Bridge #8236(Sta. 1870+12.50 to Sta. 1871+65.50)(Contract #5382)

Structural Excavation	135	cu. yds.	$4.00	$ 540.00
Furnish and Drive Test Pile	1	only	200.00	200.00
Furnish Concrete Piling	1,984	lin. ft.	4.35	8,630.40
Drive Piles	62	only	65.00	4,030.00
Splice Piles	20	only	25.00	500.00
Class "A" Concrete	557	cu. yds.	62.00	34,534.00
Metal Reinforcement	134,000	lbs.	0.123	16,482.00
8-inch Metal Drain Pipe	70	lin. ft.	4.00	280.00
				$ 65,196.40

Type Code X020
Calapooya Overflow Bridge #8238 (Sta. 1919+29.50 to Sta. 1920+04.50)(Contract #5382)

Structural Excavation	35	cu. yds.	$4.00	$ 140.00
Furnish and Drive Test Pile	1	only	200.00	200.00
Furnish Concrete Piling	1,568	lin. ft.	4.35	6,820.80
Drive Steel Piles	56	only	65.00	3,640.00
Splice Piles	20	only	25.00	500.00
Class "A" Concrete	347	cu. yds.	57.00	19,779.00
Metal Reinforcement	84,500	lbs.	0.123	10,393.50
				$ 41,473.30

Type Code X021
Courtney Overflow Bridge #8240 (Sta. 1953+83 to Sta. 1954+67)(Contract #5382)

Structural Excavation	60	cu. yds.	$4.00	$ 240.00
Furnish and Drive Test Pile	1	only	200.00	200.00
Furnish Concrete Piling	1,144	lin. ft.	4.35	4,976.40
Drive Piles	44	only	65.00	2,860.00
Splice Piles	15	only	25.00	375.00
Class "A" Concrete	427	cu. yds.	60.00	25,620.00
Metal Reinforcement	125,400	lbs.	0.123	15,424.20
				$ 49,695.60

Type Code X021
Courtney Overflow Bridge #8241 (Sta. 1965+87 to Sta. 1967+13)(Contract No. 5382)

Structural Excavation	125 cu. yds.	$4.00	$ 500.00
Furnish and Drive Test Pile	1 only	200.00	200.00
Furnish Concrete Piling	1,920 lin. ft.	4.35	8,352.00
Drive Piles	64 only	65.00	4,160.00
Splice Piles	20 only	25.00	500.00
Class "A" Concrete	522 cu. yds.	62.00	32,364.00
Metal Reinforcement	150,200 lbs.	0.123	18,474.60
			$ 64,550.60
	Subtotal		$312,193.70
Flagging (57½% of Contractor's Costs)	All Required		500.00
	Subtotal		$312,693.70
	10% Engr. & Cont.		31,269.37
	Total		$343,963.07

Length of Structures - - - - - - - 0.119 Mile

Federal Funds- -	$317,000.00
State Funds- -	26,963.07
	$343,963.07

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(28)217

SANTIAM JUNCTION-LANE COUNTY LINE SECTION

(STRUCTURES) ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 22, 1958

Type Code X021
77.5
Calapooya Overflow Bridge #8235 (Sta. 1802+88.5 to
Sta. 1804+66.5)

Structural Excavation	240 cu. yds.	$ 8.00	$ 1,920.00
Furnish and Drive Test Pile	1 only	350.00	350.00
Furnish Concrete Piling	2,888 lin. ft.	4.50	12,996.00
Drive Piles	76 only	70.00	5,320.00
Splice Piles	25 only	40.00	1,000.00
Class "A" Concrete	783 cu. yds.	70.00	54,810.00
Metal Reinforcement	188,000 lbs.	0.13	24,440.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
			$101,156.00

Type Code X021
Calapooya Overflow Bridge #8236
(Sta. 1870+12.50 to Sta. 1871+65.50)

Structural Excavation	135 cu. yds.	$ 8.00	$ 1,080.00
Furnish and Drive Test Piles	1 only	350.00	350.00
Furnish Concrete Piling	1,984 lin. ft.	4.50	8,928.00
Drive Piles	62 only	70.00	4,340.00
Splice Piles	20 only	40.00	800.00
Class "A" Concrete	557 cu. yds.	70.00	38,990.00
Metal Reinforcement	134,000 lbs.	0.13	17,420.00
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
			$ 72,188.00

Type Code X020
Calapooya Overflow Bridge #8238
(Sta. 1919+29.50 to Sta. 1920+04.50)

Structural Excavation	35 cu. yds.	$ 8.00	$ 280.00
Furnish and Drive Test Piles	1 only	350.00	350.00

Furnish Concrete Piling	1,568 lin. ft.	$ 4.50	$ 7,056.00
Drive Steel Piles	56 only	70.00	3,920.00
Splice Piles	20 only	40.00	800.00
Class "A" Concrete	347 cu. yds.	70.00	24,290.00
Metal Reinforcement	84,500 lbs.	0.13	10,985.00
			$ 47,681.00

Type Code X021
Courtney Overflow Bridge #8240
(Sta. 1953+83 to Sta. 1954+67)

Structural Excavation	60 cu. yds.	$ 8.00	$ 480.00
Furnish and Drive Test Piles	1 only	350.00	350.00
Furnish Concrete Piling	1,144 lin. ft.	4.50	5,148.00
Drive Piles	44 only	70.00	3,080.00
Splice Piles	15 only	40.00	600.00
Class "A" Concrete	427 cu. yds.	70.00	29,890.00
Metal Reinforcement	125,400 lbs.	0.13	16,302.00
			$ 55,850.00

Type Code X021
Courtney Overflow Bridge #8241
(Sta. 1965+87 to Sta. 1967+13)

Structural Excavation	125.cu. yds.	$ 8.00	$ 1,000.00
Furnish and Drive Test Piles	1 only	350.00	350.00
Furnish Concrete Piling	1,920 lin. ft.	4.50	8,640.00
Drive Piles	64 only	70.00	4,480.00
Splice Piles	20 only	40.00	800.00
Class "A" Concrete	522 cu. yds.	70.00	36,540.00
Metal Reinforcement	150,200 lbs.	0.13	19,526.00
			$ 71,336.00
		Subtotal	$348,211.00
Flagging (57½% of Contractor's Cost	All	Required	500.00
		Subtotal	$348,711.00
		10% Engr. & Cont.	34,871.10
		Total	$383,582.10

.119
Length of Structures . . . . 0.082 Mile

Oregon State Highway Department

Federal Aid
Project No. I-5-4(28)217

SANTIAM JUNCTION-LANE COUNTY LINE SECTION (STRUCTURES)

ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 22, 1958

Type Code X021
Calapooya Overflow Bridge #8235 (Sta. 1802+77.5 to Sta. 1804+66.5)

Structural Excavation	240 cu. yds.	$8.00	$ 1,920.00
Furnish and Drive Test Pile	1 only	350.00	350.00
Furnish Concrete Piling	2,888 lin. ft.	4.50	12,996.00
Drive Piles	76 only	70.00	5,320.00
Splice Piles	25 only	40.00	1,000.00
Class "A" Concrete	783 cu. yds.	70.00	54,810.00
Metal Reinforcement	188,000 lbs.	0.13	24,440.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
			$101,156.00

Type Code X021
Calapooya Overflow Bridge #8236 (Sta. 1870+12.50 to Sta. 1871+65.50)

Structural Excavation	135 cu. yds.	$8.00	$ 1,080.00
Furnish and Drive Test Pile	1 only	350.00	350.00
Furnish Concrete Piling	1,984 lin. ft.	4.50	8,928.00
Drive Piles	62 only	70.00	4,340.00
Splice Piles	20 only	40.00	800.00
Class "A" Concrete	557 cu. yds.	70.00	38,990.00
Metal Reinforcement	134,000 lbs.	0.13	17,420.00
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
			$ 72,188.00

Type Code X020
Calapooya Overflow Bridge #8238 (Sta. 1919+29.50 to Sta. 1920+04.50)

Structural Excavation	35 cu. yds.	$8.00	$ 280.00
Furnish and Drive Test Pile	1 only	350.00	350.00
Furnish Concrete Piling	1,568 lin. ft.	4.50	7,056.00
Drive Steel Piles	56 only	70.00	3,920.00
Splice Piles	20 only	40.00	800.00
Class "A" Concrete	347 cu. yds.	70.00	24,290.00
Metal Reinforcement	84,500 lbs.	0.13	10,985.00
			$ 47,681.00

Type Code X021 Sta.
Courtney Overflow Bridge #8240(1953+83 to Sta. 1954+67)

Structural Excavation	60 cu. yds.	$8.00	$ 480.00
Furnish and Drive Test Pile	1 only	350.00	350.00
Furnish Concrete Piling	1,144 lin. ft.	4.50	5,148.00
Drive Piles	44 only	70.00	3,080.00
Splice Piles	15 only	40.00	600.00
Class "A" Concrete	427 cu. yds.	70.00	29,890.00
Metal Reinforcement	125,400 lbs.	0.13	16,302.00
			$ 55,850.00

Type Code X021

Courtney Overflow Bridge #8241 (Sta. 1965+87 to Sta. 1967+13)

Structural Excavation	125	cu. yds.	$8.00	$ 1,000.00
Furnish and Drive Test Pile	1	only	350.00	350.00
Furnish Concrete Piling	1,920	lin. ft.	4.50	8,640.00
Drive Piles	64	only	70.00	4,480.00
Splice Piles	20	only	40.00	800.00
Class "A" Concrete	522	cu. yds.	70.00	36,540.00
Metal Reinforcement	150,200	lbs.	0.13	19,526.00
				$ 71,336.00
		Subtotal		$348,211.00
Flagging (57½% of Contractor's Costs)		All Required		500.00
		Subtotal		$348,711.00
		10% Engr. & Cont.		34,871.10
		Total		$383,582.10

Length of Structures - - - 0.119 Mile

Federal Funds -	$353,000.00
State Funds -	30,582.00
	$383,582.00

A

RECEIVED
DEC 12 1958
FOR FILING

I-5-4(28)217

5382

December 12, 1958

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5382 for drainage structures on relocated Pacific Highway in Linn County.

This award was based on your bid of $312,193.70 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

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FOR FILING
I-5-4(28)217
5382

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5382 for Oregon Project I-5-4(28)217, Santiam Junction-Lane County Line Section of the Pacific Highway (5 structures), to Tom Lillebo Const. Co. of Reedsport, Oregon, low bidder in the amount of $312,193.70 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

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DEC 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

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OCT 30 1958
FOR FILING

OREGON DISTRICT
I-5-4(28)217
5382

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(28)217, Calapooya and Courtney Bridges, on the Pacific Highway. This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

[illegible]

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

24-3604 St. Hwy. Dept. Sign Dept. 1958
Bldg. in Salem
#5383

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 17, 1959

(CONTRACT NO.) 14-3604	(EST. NO.)	(CONTRACTOR)
5383 5313	6 Final	Monson & Sivers Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19912	19475	$12,796.13	8/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapcoaske
ACCOUNTING DIVISION

Specified completion date: **160 workdays from December 22, 1958**

Time Extensions: **None of record**

Completion Date: **July 16, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 18, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 18 1959
gc

NOTED ON CARD
gc

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FOR FILING

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[illegible]

August 4, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5383 for construction of the Salem Sign Department Building, Marion County, was completed by the contractor, Monson & Sivers Company, on July 16, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $12,796.13 will be released to the contractor after acceptance by the Commission. The total contract amount is $98,079.88, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Company
Dooly & Company
Board of Trade Bldg.,
Portland 4, Oregon

A

FORM E-128 3M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH M. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 14 1959
FOR FILING

21-3604

5383

Jan. 13, 1959

Henson & Sivers Co.
5000 S. E. 25th Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5383, awarded Dec. 11, 1958,
for Salem Sign Department Building
construction in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 12 1958
FOR FILING

34-3604

5383

December 12, 1958

Monson and Sivers Co.
5000 S. E. 25th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5383 for the State Highway Department Sign Department Building located at Salem, in Marion County.

This award was based on your bid of $96,954.00 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

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FORM E-30 50M 6-57—5583
5 1958
FOR FILING

24-3-04

5383

p

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1958

To:

SUBJECT: Proposed building extensions
Salem Shop Area

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

On November 6, 1958, I sent you two sketches showing proposed building extensions for the Salem Shop area approved on the 1959 Budget. I advised you that I would soon furnish you a sketch showing the arrangement of the doors and stalls on the 100' extension of the Storage Shed #6. Herewith a sketch showing the proposed extension, arrangement of doors, and rest room facilities which are to be provided in the building.

If the above plans meet with your approval I would suggest that you have plans and specifications prepared for immediate letting inasmuch as this is work that can be done at this time of the year.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Encls.

NOTED
P. M. STEPHENSON

APPROVED 12-5-58
P. M. Stephenson
Assistant State Highway Engineer

RECEIVED
DEC 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 6 1958
FOR FILING
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5313

October 2, 1958

Oregon State Highway Commission

Gentlemen:

At the September 11, 1958 meeting of the Highway Commission you approved the construction of a sign shop and storage building at the Salem Shops. At that time you requested that we investigate the use of fireproof construction for this building.

A study was made of a design for the building, using concrete girders and a concrete roof. The estimate for this type of construction added approximately $30,000 to the original estimate of $125,000.

This type of construction consists of concrete floors, tiltup concrete walls, bowstring roof trusses with built-up roofing. In addition, four concrete fire walls are placed at intervals in the building.

This type of construction is the one most commonly used for buildings used for light manufacturing and storage and is considered as fire resistant construction. We feel that it is adequate and recommend that permission be given to proceed with the contracting of this project, using the design as proposed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Maison

PMS:er fn

RECEIVED

FOR FILING

R

September 2, 1958

Oregon State Highway Commission

Gentlemen:

For some time, it has been apparent that the efficiency of the sign manufacturing operations of the Sign Department has been impaired by the crowded quarters and cumbersome methods used in handling and storage of materials for sign manufacture.

The sign shop working areas are no larger than they were 10 years ago, while the volume of completed work has increased by 60 per cent in the same length of time. At the present time, the sign shop and storeroom are in two buildings, both of which were designed for office use. The sign shop is in a building constructed 10 years ago to provide quarters for the Accounting Division on a temporary basis. It was built with an expectant life of two years. It has been in use for 10 years and has deteriorated to such an extent that it should be torn down and removed.

The other building is of masonry block construction, built for an office building and later remodeled for sign material storage. It could again be easily reconverted for office use.

Neither of these buildings permitted handling of materials by fork lift trucks but necessitated manhandling of both materials and completed signs. Both buildings are too small to permit the storage of the large amount of sign material that is necessary to keep on hand. This material must of necessity be stored in the open. Also, all sign crew trucks and other motorized equipment is stored in the open for lack of covered storage room.

To consolidate the activities of the Sign Department and provide much-needed room for expansion, we are proposing to build a sign shop and storeroom building 60' x 310'. This building would contain offices for the Sign Shop Superintendent, foremen, and clerical help; also the sign-manufacturing shop, shipping room, and the remainder of the building for storage. The storage portion is designed to permit operation of fork lift trucks throughout. For economical construction, we propose tiltup walls and a timber truss roof.

The building would be located just west of the new Sign Department office building. Sufficient funds are on hand to construct the building, which is estimated to cost $125,000. Seventy-five thousand dollars of this amount is in the budget for an addition to the main equipment shop storeroom, which is to be postponed until an entirely new equipment shop storeroom building can be built. The remainder of the money - $50,000 - can be obtained by transferring funds from the maintenance station improvement budget.

Your approval of this project is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Maison

PMS:er

I-5-6(12)300 Porter St. U'Xing 1958
#5384

RECEIVED
FEB 19 1963
FOR FILING

[illegible]

5214

February 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Oregon Project I-5-6 (12) 300
Harbor Drive-Washington Co. Line

Reference is made to your letter of January 30 and the accompanying exception in regard to F.A.P. No. I-5-6 (12) 300 - our Contract No. 5392.

The field records for this contract were at all times in the file room of the Bridge Division in Salem. The file drawer had been inadvertently mislabeled. These records are available for your auditor's inspection.

Exception No. 8 covers excess timber piling on Contract No. 5392. This is one of several exceptions we have received recently in regard to excess piling. We wish to object to the issuing of such exceptions.

Approximately a year ago, a meeting was held in my office with Mr. C. C. Polk and members of the Bureau of Public Roads and the State Highway Department. At that time, an understanding and agreement was reached on the method to take care of excess piling on bridge contracts. On April 16, 1962, a letter of instructions to all State Highway personnel was issued incorporating the results of the agreement reached with the Bureau of Public Roads. On April 20, a letter was sent to Mr. Polk enclosing two copies of the regulations as issued to State Highway personnel.

The understanding at the meeting with the Bureau of Roads personnel was that all future contracts would include specifications to take care of the excess piling. At no time did the State Highway Department understand that these regulations would be retroactive.

Exception No. 8, and others in regard to excess piling, have caused considerable confusion, as usually the piling has been used on other projects by our Maintenance Division so it no longer can be carried in a holding account.

It is our opinion that the matter of excess piling should not have been retroactive, but should have gone into effect at the date of the meeting between representatives of the Bureau of Public Roads and the Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:cr

cc Mr. Forrest Cooper
cc Mr. C. H. Maison
cc Mr. L. H. Young

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 30, 1963

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By: L R Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Oregon Project I-5-6(12)300
Harbor Drive-Washington Co. Line
Voucher No. 17 - Final

The audit on the subject voucher has been completed. Before taking final action as to disposition of the audit findings, on two exceptions, we feel you should have the opportunity to review them and present additional justification or documentations.

Exception No. 7, in the amount of $92,745.62, covers Contract No. 5322, cited in its entirety for the reason that the basic records supporting quantity items apparently have been lost. Documentations as to the circumstances relating to the loss and efforts made to locate the missing records would be desirable.

Exception No. 8, in the amount of $7,763.00, covers timber piling on Contract No. 5384, that apparently was not incorporated into the project.

It is felt that possibly the Division records may contain additional information relating to the piling left over from the project that was not available in the records at your headquarters office.

A copy of the two exceptions is attached for your information. We would appreciate your reply as soon as convenient.

Attachments

RECEIVED
JAN 31 1963
OFFICE
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

FORM PR-1042
(5-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PAGE 1 OF 1 PAGES

SCHEDULE OF EXCEPTIONS

(Administrative Manual, Vol. 34, Chap. III)

		ITEM NO. 7	
		DIVISION OFFICE NO. 35	
ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-5-6(12)300 ✓	VOUCHER NUMBER Vo.#12-Final (35-181)	AMOUNT CLAIMED $ 290,009.00

EXCEPTION

Payments to Contractor - Type Code X720
Sheridan Street Overcrossing

(Sta. "LS" 76+50.56 to Sta. "LS" 77+99.59)
Contract No. 5322 - Items 1 thru 8 and PA #1 - $92,745.62

State Highway Department basic field records, reports, diaries, computations and measurements, tallies, and receipts, supporting the quantitative amount of each contract work item, (1) incorporated into the project, and (2) shown on the contractor's final pay estimate, and (3) claimed on the PR-20 final voucher, are not presently available. In the absence of these records, verification of the claimed items and quantities actually incorporated into the project was not possible (examination of records of like contract items in some other claims has revealed that the claimed quantities were greater than the quantities actually incorporated into the project). In accordance with para. 1.9 and 1.30, Part II, Regulations and Standards, Title 23-Highways, exception is taken to the value of this claim:

Value Claimed	
Sheridan Overcrossing - - - - - - - - - - - - - - - - -	$92,745.62
Value Allowable	
Supported by official records and documents - - - - -	0.00
Value unsupported by official State records and documents and hence ineligible - - - - - - - - - - - -	$92,745.62

Sheridan St GrSep
Job 8193 Compl 4/8/59 Not filmed

REPLACES FORM PR-302, WHICH IS OBSOLETE

U.S. GOVERNMENT PRINTING OFFICE 1962 O-635483

USCOMM-DC 49112-P61

PAGE 1 OF 2 PAGES

FORM PR-1042
(3-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS
(IM 4-1-61)

			ITEM NO 8
			DIVISION OFFICE NO. 35
ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-5-6(12)300	VOUCHER NUMBER Vo. #17-Final (35-181)	AMOUNT CLAIMED $ 290,009.00

EXCEPTION

Payments to Contractor - Type Code X721
Porter Street Undercrossing (Sta. "LS" 90+23.73)
Contract 5384 - Item No. 2 -
Furnish treated timber piling - $27,615.00

Job 8194
Porter St
Lord Bros
Compl 12/18/59

An examination of project field records disclosed that the claimed lin. ft. for subject item is based on order length footage without consideration of (1) Unused treated timber piling order length(s) and (2) salvable treated timber piling cut-off length(s) not actually incorporated into the subject project. Therefore, in accordance with para. 121 of Part I, Section I and para. 1.9, 1.18 and 1.30 CFR - Title 23 - Highways exception is taken to amount claimed:

Amount Claimed - Est. No. 11 - Final Vo. # 2543, Jan. 1960 - 19,725 Lin. Ft. @ $1.40 per.	$27,615.00
Amount Allowable - Per Project Field Records, 14,180 Lin. Ft. @ $1.40 per.	19,852.00

Project Field Records

(1) Unused Order Length (Cut-off and/or halved order length used as lead lengths in place of order list length):

Bent No.	Pile No(s)	#	Lin. Ft.	Total
3	5, 6, 7, 13, 15, 29, 23, 30, 31, 32, 37, 39	12	25	300
7	6	1	40	40
8	1, 3, 5, 7, 9, 10, 13, 14, 15, 17, 19, 22, 24, 26, 27, 28	16	45	720
9	9, 10, 11, 12, 13, 15, 22, 23, 24, 25, 26, 27, 28, 36, 37, 38, 39, 40, 42, 44, 46, 48, (-14)	21	50	1050
10L	2, 3, 4, 5, 6, 8, 10, 12, 13, 15, 17	11	50	550
10R	4, 7, 9, 12, 13, 14	6	50	300

REPLACES FORM PR-302, WHICH IS OBSOLETE

PAGE 2 OF 2 PAGES

FORM PR-1042-A
(4-61)

U.S. DEPARTMENT OF COMME
BUREAU OF PUBLIC RO

SCHEDULE OF EXCEPTIONS (Continued)
(IM 4-1-61)

ITEM NO 8

DIVISION OFFICE NO 35

PROJECT NUMBER I-5-6(12)300

VOUCHER NUMBER Vo. #17-Final (35-181)

Bent No.	Pile No(s)	#	Lin. Ft.	Total
11	1, 7 thru 36, 38, 40, 42, 44, 47	36	50	1800
11a	2, 5, 8, 10, 12, 13, 16, 17, 18, 21, 25 thru 30, 37 thru 43, =23 -17 to Bent 11a	6	60	360
			(1) Subtotal	5120

(2) Salvable cut-off lengths (at least equal to minimum order list length)

Bent No.	Pile No(s)	#	Lin. Ft.	Total
1	5, 7	2	25	50
4	11, 12	2	25	50
7	11	1	25	25
8	31	1	25	25
9	18, 19, 49	3	25	75
11	4, 6, 43	3	25	75
12	1	1	25	25
12a	1, 2, 3, 8	4	25	100
			(2) Subtotal	425

Amount Ineligible
Treated Timber Piling
5,545 lin. ft., (1) + (2) @ $1.40 per. . . . . $ 7,763.00

☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—[illegible]

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RECEIVED
JAN 29 1960

FOR FILING
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5384

January 29, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5384 for construction of the Porter Street Undercrossing on Pacific Highway in Multnomah County was completed by the contractor, Lord Brothers, Contractors, on December 18, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $17,878.64 will be released to the contractor on or after February 8, 1960. The total contract amount is $287,789.64, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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[illegible] 1959
FORM E-30 — 30M — 2-49 — 18180

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 22, 1959

SUBJECT:

To:

Mr. Ivan Merchant
Bridge Engineer
BUILDING

Herewith copy of a letter from Mr. C. G. Polk pertaining to Lord Brothers' pay rolls for the weeks ending March 21 and March 28, 1959, on the Porter Street Undercrossing Contract 5384.

Will you please see that the necessary steps are taken to comply with Mr. Polk's instructions.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jk
cc: Mr. Forrest Cooper
Mr. C. G. Polk

RECEIVED
FORREST COOPER

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1959
FOR FILING
I-5-6(12)300

5384 When replying, refer to:
08-35.6

408 State Highway Bldg.
Salem, Oregon

April 17, 1959

Project I-5-6(12)300
Contract No. 5384

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ed Pease

Dear Sir:

On Lord Brothers, Contractors, pay rolls for the weeks ending March 21 and March 28, 1959, Mr. Joseph Sacchieri, Jr., is shown as an apprentice carpenter. We have been informed by the State of Oregon Bureau of Labor that this man is not registered with the Oregon State Apprenticeship Council and, therefore, he must be paid journeyman's wages until such time as he is registered.

It will, therefore, be necessary for Lord Brothers, Contractors, to issue a supplemental pay roll and pay this man the difference in pay due him between the rate paid and the predetermined journeyman's rate.

Very truly yours,

C. G. Polk
Division Engineer

orig to Edwards

FORM E-123 5M 10-58

RECEIVED
JAN 14 1959
FOR FILING

I 5-6 (121)300

5384

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Jan. 13, 1959

Lord Brothers, Contractors
9233 N. Calvert Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5384, awarded Dec. 11, 1958,
for Porter Street Undercrossing on the
Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
DEC 12 1958
FOR FILING

J 5-6 (12) 300

5-4

December 12, 1958

Lord Bros. Contractors
9233 North Calvert
Portland 17, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5384 for the Porter Street Undercrossing on the Pacific Highway (Baldock Freeway) near S. W. Porter Street in Portland, Multnomah County.

This award was based on your bid of $289,493.00 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

I-5-6(12)300
5384

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5384 for Oregon Project I-5-6(12)300, Harbor Drive-Lowell St. Section of the Pacific Highway (Porter St. Undercrossing), to Lord Bros. Contractors of Portland, Oregon, low bidder in the amount of $289,493.00 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
DEC 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

I-5-6(13) S.W. 11th Ave.-Tigard Interch. 1958
295 Unit, Harbor Dr.-Wash. Co. Line
#5385 Sec. [redacted]

RECEIVED
FEB 6 - 19
FORM E-3 3-63 49606
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1964

SUBJECT: Test Sections
PCC Pavement

To: Mr. C. R. Chandler
Research Section

BUILDING

Mr. Shaw has approved the setting up of test sections on PCC pavement as outlined in the attached letter with the exception that there should be two 500' test sections on the Lowell Street-Tigard Interchange Section. From the vicinity of 13th Avenue to the beginning of the AC pavement near the Tigard Interchange was laid by Peter Kiewit Sons, whereas Lowell Street to 13th Avenue was done by Houck, so a section from each of these units should be chosen.

Test sections should be set up as per your letter of January 8 as far as mapping of the cracking is concerned, and a recent joint survey may do for the initial report on that phase. Surface condition is one item which has been neglected so far, so this should be a part of the first experimental stage.

Will you please see to it that this program is initiated in the very near future. We will be happy to give you any assistance necessary.

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:bjm
Attachment

cc: L. P. Shaw

EIVED
R 25 1962
FORM E-30X—50M—6-61—36682
FOR FILING

5385

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1962

SUBJECT Temporary Barricade Purchased
S. W. 11th Ave.-Tigard Interchange Unit

Pacific Highway
Contract No. 5385

To: Mr. L. H. Young
Office Engineer

OFFICE

On this contract, provision was made for a temporary connection near the Multnomah Boulevard connection, and temporary barricade was to be used for traffic control. Due to a change in plans, this connection and barricade was not used.

However, our contractor fabricated the barricade and had it delivered to the project. This material has been purchased by the State under Price Agreement #6, but the Bureau of Public Roads would not participate in the purchase. In order to secure Bureau of Public Roads participation, it will be necessary to specify on future Interstate projects that this material be used where needed. The Special Provisions for such contracts will state that the materials will be available at the Barbur Boulevard maintenance site and will be placed under an Extra Work Order. The Resident Engineer must make up an Order for State Force Work under which the material will be furnished to the project at no cost to the contractor.

A tabulation of the available material is attached in triplicate.

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
Attachments

cc: R. L. Porter
L. P. Shaw
A. E. Johnson
I. A. DeFrance

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
April 12, 1962

SUBJECT S.W. 11th Ave.-Tigard Interchange Unit
Harbor Dr. - Wash. Co. Line Section
Pacific Highway
Contract: 5385

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: Curtis Baker

An inventory of temporary barricade purchased under Price Agreement No. 6 has been requested by Mr. Baker so that the item could be utilized in a future Interstate project in such a manner as to obtain U.S.B.P.R. participation in the item. This is material which was unused on the subject project and has been transferred to Maintenance holding account. The material tally has been checked and rechecked and is now believed to be correct.

The inventory follows:

236 pcs.	6" x 8" posts
236 pcs.	4" x 8" post plates
236 pcs.	Felloe rails 4" x 12"
237 pcs.	Felloe rails 3" x 12" (2 pcs. 7½' long - Bal. 12½' long)
118 pcs.	Post brace 3" x 8"
472 pcs.	Post brace 2" x 6"

The above material is sufficient for the wood portions of 2950 lin. ft. of barricade on the basis of 1 post per panel of felloe rail. Hardware in boxes and bales is included for assembly of the above wood parts, but its tally cannot be guaranteed.

Included in the inventory are 164 pcs. of standard metal guard rail member, 160 of which are primed and painted 1 coat and 4 of which are primed only. Please advise if the metal guard rail members are to be held for disposal with the temporary barricade or if they may be used in maintenance work.

[illegible]

The above material is stockpiled at the Baldock maintenance site at Sta. 320 and is now enclosed by fence. The fencing material purchased under the price agreement is also at this location.

A.V. Benedict

A. V. Benedict, Assistant
Metropolitan Engineer

cc: Wm. Maltby
B. P. Huntley
A. E. Johnson

AVB/dg

CONSTRUCTION DIVISION
RECEIVED
APR 13 1962
NOTE: ☐ ☒ ☐ ☐ ☐
CE ACE ACE COE

Bake

[illegible] by letter of quantities and procedure

RECEIVED
APR 2 1962
FOR FILING

5385

March 26, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $1,750.00 will be made to Peter Kiewit Sons' Co., on contract #5385 for paving the SW 11th Avenue-Tigard Interchange Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,098,287.98, including the post-final payment. Of the total, $36,241.64 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Inc. Agency
Yeon Bldg.,
Portland 4, Oregon

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 7, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-6(13)295
S.W. 11th Ave.-Tigard Interchange

Mr. Klaboe's February 2, 1962 letter on the subject project advised that you had purchased from the contractor a quantity of guard rail and wood supports that had been planned for use on a temporary connection. Our October 24, 1958 letter to you approved Federal participation for the work with the understanding that the materials would later be salvaged and used in the construction of some other section of the Interstate Highway in the Portland area. However, the planned temporary connection was later abandoned which required you to take this material off the contractor's hands. You now propose to use this material on future Interstate projects as State-furnished material and request that Federal participation in the purchase be granted on the subject project.

Your proposed method of Federal participation is contrary to our covering policy memorandums which require materials such as those under consideration to be actually incorporated in accepted items of work. However, due to our previous commitment, we will approve your furnishing of the material, by special provision, to a contractor for mandatory use on some future Interstate project and will participate in your cost under the future project after the material is used. Copies of your price agreement and supporting contractor's invoices should be furnished to this office after the actual project to be charged is selected.

Morgan

Young

MAR 8 1962

RECEIVED
MAR 8 1962

FOR FILING
[illegible]

5345

March 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Oregon Project I-5-6(13)295
S. W. 11th Avenue-Tigard Interchange
Unit of the Pacific Freeway

Dear Sir:

Reply is made to your letter of January 30 wherein you advise that the Bureau of Public Roads cannot accept the above-mentioned project as final until contraction joints on the project are brought to a condition normally expected on a new portland cement concrete pavement.

An inspection has been made of the spauled joints and it is our intent to patch these joints with an epoxy concrete mortar. Due to the time and temperatures required for curing the epoxy mortars, this work will have to be postponed until April or May as temperatures should be around 80 to 90 degrees.

There are 320 joints, 36 feet long, making a total of 11,520 feet to patch. We are investigating on prices and for further information from the epoxy distributors.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

FDM:fp:ajw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1962

SUBJECT: S.W. 11th Ave.-Tigard Interchange
Rejection of Project Due to
Spauled Joints

To:

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached hereto is a rough draft of a letter to Mr. C. G. Polk, Division Engineer, Bureau of Public Roads in reply to his letter of January 30, 1962 calling our attention to the fact that the contraction joints between Station 386+75 and Station 280 are in a badly spauled condition. Until this condition is corrected, the Bureau cannot accept this project.

F. D. Morgan
Construction Engineer

FDM:fp

Enc.

MAR 6 [illegible]
OFFICE [illegible]
STATE HIGHWAY [illegible]

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 30, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project I-5-6(13)295
S.W. 11th Ave.-Tigard Interchange
Unit of the Pacific Freeway

This office has received a completion report notice for Contract 5385 dated November 30, 1961.

It has been noted that the contraction joints between Stations 386+75 and 280 are in a badly spalled condition. This condition was evident prior to the opening of the freeway to traffic, but it has gotten worse since December 1.

This office cannot accept this project as final until contraction joints on this portion of the project are brought to a condition normally expected on a new portland cement concrete pavement.

Please advise this office of the corrective action you intend to take.

Morgan

Rep [illegible]
[illegible] (6-2) vs. [illegible]

CONSTRUCTION DIVISION
FEB 1962
NOTED

RECEIVED
JAN 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 1962
FOR FILING
5315

March 5, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5385, awarded to Peter Kiewit Sons' Co., for paving SW 11th Ave.-Tigard Interchange Unit of Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

This contract was completed on November 21, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $22,627.60 will be released to the contractor on or after March 12, 1962. The total contract amount is $1,096,537.98, of which amount $36,241.64 represents force account items.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Agency
Yeon Bldg.,
Portland 4, Oregon

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

RECEIVED
MAR 2 1962

FOR FILING

5345

March 2, 1962

Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

Gentlemen:

The State Highway Commission, at its meeting on March 2, 1962, discussed with the Engineer your request for an extension of time on contract #5345. You requested 20 additional workdays within which to complete paving the SW 11th Ave.-Tigard Interchange Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 7 additional workdays, which was the time required to finish the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Lloyd Shaw
Wm. E. Maltby
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

FEB 19 1962

FOR FILING

5385

February 19, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 2, 1962 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the S. W. 11th Avenue-Tigard Interchange Section of the Pacific Highway, has requested an extension of time without the assessment of liquidated damages of 20 days. If seven days additional time are granted, this will avoid any liquidated damages as the contract was completed within that time.

The reason for the requested extension is valid. Investigation proves that there was a delay due to the reason given in the contractor's request.

The Bureau of Public Roads has concurred in this request and it is recommended that the matter have your approval.

This matter will be on the agenda for your consideration at the March 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc R. L. Porter
F. D. Morgan

RLP:ajw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
FOR
Extension of Time to Complete Contract

#1

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 5385 Contractor PETER KIEWIT SONS' CO.

Highway PACIFIC

Section S.W.11TH AVE.-TIGARD INTERCHANGE UNIT

Kind of Work PAVING

It is recommended that such extension be granted as requested under the following terms and conditions: The contract was completed with seven work days in excess of the number authorized.

We recommend approval of seven additional work days on the basis of interference by other contractors.

May 2 1962 for 7 days
Floyd Query

Recommended for Approval:

A W Benedict
Assistant Division Engineer

Field Construction Engineer or Bridge Engineer

ASST State Highway Engineer

Contract No.	5385
Project designation (State—Federal)	I-5-6(13)295
Date awarded	December 11, 1958
Work started	April 20, 1959
Per cent completed / Date	100% Nov. 21, 1961
Specified No. of Work Days ~~completion date~~	120
Previously extended to	170 Work Days
Extension requested to	177 Work Days

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 9, 1961

Gentlemen:

We, the undersigned, respectfully request an extension of 20 days time, from October 29, 1961, to November 18, 1961, within which to complete our Contract No. 5385, described as follows:

S. W. 11th Avenue-Tigard Interchange Paving

The above request is based upon the following reasons:

We were prevented from prosecuting our work by the work of an electrical contractor who is under separate contract to the State of Oregon.

Respectfully submitted,

PETER KIEWIT SONS" CO.
Contractor

By Edward C. Lynch
Edward C. Lynch

CONSENT OF SURETY

Date December 9, 1961

We, THE ÆTNA CASUALTY AND SURETY COMPANY

Hartford 15, Connecticut, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

J. B. Gibbs
J. B. Gibbs
Attorney-in-fact

(SEAL)

Paul R. Ratliff
Paul R. Ratliffe
Resident Agent

State Printing 87499

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 6, 1962

FROM :C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT:Oregon I-5-6(13)295
S.W. 11th Avenue - Tigard Interchange

Mr. Porter's letter dated January 25, requested our concurrence in a time extension of 7 workdays for the subject project. The contractor was delayed in completing his project because of interference by other contractors working within the same area.

This office concurs with your request for 7 day time extension.

RECEIVED
FEB 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1962
FOR FILING

5385

January 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. 11th Avenue-Tigard
Interchange
Pacific Highway
Project I-5-6-(13)295

Dear Sir:

Peter Kiewit Sons' Company, contractor on the above project, has requested an extension of 20 additional days in which to complete work on the above project. This is a second request, and is in addition to a previously approved extension in the amount of 50 days.

Reasons given by the contractor are the same for each request, namely, interference by other contractors.

The first time extension of 50 days covered delays to approximately October 1, 1961. Our records show the contractor to have been charged workdays on October 17, 18, 19, 23, 24, 30 and 31 during which time the Trowbridge Electric Company had not properly backfilled trenches made for wire installation. This condition prevented prosecution of guardrail construction and berm paving by Peter Kiewit Sons' Company.

Based on interference on the above-listed dates, we will recommend to the Commission an extension of only 7 workdays. This will avoid liquidated damages since the project was completed on November 21, 1961, with only 7 excess workdays charged.

May we have your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

GLD:jd-ajw

cc Forrest Cooper
F. D. Morgan

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1962

SUBJECT: S. W. 11th Ave.-Tigard Interch.
Pacific Highway
Contract No. 5385

To: Mr. R. L. Porter
Ass't State Highway Engineer
BUILDING

The contractor on this project, Peter Kiewit Sons' Co., has requested an extension of 20 additional days in which to complete work on the above project. This is a second request and is in addition to the 50 additional workdays granted by the Commission on October 20, 1961.

Reasons given by the contractor are the same for each request, namely, interference by other contractors.

The first time extension granted by the Commission covered delays to approximately October 1, 1961. Our records show the contractor to have been charged workdays on October 17, 18, 19, 23, 24, 30, and 31 during which time the Trowbridge Electric Company had not properly backfilled trenches made for wire installation. This condition prevented prosecution of guard rail construction and beem paving by Peter Kiewit Sons' Company.

It is our recommendation the contractor be granted an extension of 7 days based on interference by other contractors. This will avoid any liquidated damages since the contract was completed on November 21, 1961, with only 7 excess workdays charged.

Rough drafts of letters to the Bureau of Public Roads and the State Highway Commission are enclosed.

F. D. Morgan
Construction Engineer

by

G L Decker
G. L. Decker
Field Construction Engineer

RECEIVED
JAN 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:db
Attach.
4/1

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FORM [illegible]
[illegible]B 6 1962
FOR FILING

5385

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1962

Mr. C. G. Polk
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: S.W.11th Ave.-Tigard Inch. Sec.
Contract No. 5385

Dear Mr. Polk:

When plans for this contract were worked up it was anticipated that a temporary connection would be made to Barbur Boulevard from the north end of said project in the vicinity of Fred Meyer store. A part of this plan included the construction and erection of a considerable amount of temporary barricade. During the summer of 1959 it was still planned to construct the temporary connection and the contractor was requested to provide the necessary barricades for accomplishing the work. He did, therefore, order all the materials including some 2,050 lin. ft. of painted guard rail and 2,950 feet of wooden supports. This material was stockpiled near the area that it was going to be used.

The entire matter was the subject of correspondence between our office and your office in a letter dated October 22, 1958, by Mr. Cooper, and in a letter dated October 24, 1958, by Mr. Polk.

On August 31, 1959, it was decided that no purpose would be served by constructing this temporary connection and the plan was abandoned. This, however, left us with all these materials on hand and for which the contractor is entitled to compensation for the cost of said materials. We will, therefore, in accordance with our contract and existing practice, purchase the materials from him at his cost. However, we have no use for this type of material, except on construction projects in the vicinity. It is anticipated that we will use this material on the upcoming East Bank paving project, which we expect to let about January, 1963. In the meantime, we will isolate this material in our stockpile site on this project.

Would it be possible for the Bureau of Public Roads to reimburse the State Highway Department in the total amount of $8,830.48 (which represents the actual costs of the material without profit to the contractor) on this project so that we may later specify under the East Bank paving project that the contractor will take the material from our maintenance site at no cost to him and use it on the East Bank project?

The prices shown for the material are well within line of existing prices for this type of material.

We have executed with the contractor a Price Agreement for this material along with some other material for which we will not request participation. This Price Agreement will be presented to you for approval if the method outlined above is appropriate and within the scope of the Bureau of Public Roads' practices.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter ✓
L. H. Young

NOTED
R. L. PORTER

RECEIVED
EB 1 1962
FOR FILING

5385

File

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 30, 1962

C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

Oregon Project I-5-6(13)295
S.W. 11th Ave.-Tigard Interchange
Unit of the Pacific Freeway

This office has received a completion report notice for Contract 5385 dated November 30, 1961.

It has been noted that the contraction joints between Stations 386+75 and 280 are in a badly spalled condition. This condition was evident prior to the opening of the freeway to traffic, but it has gotten worse since December 1.

This office cannot accept this project as final until contraction joints on this portion of the project are brought to a condition normally expected on a new portland cement concrete pavement.

Please advise this office of the corrective action you intend to take.

Original to Morgan FEB 1 1962

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. 11th Avenue-Tigard
Interchange
Pacific Highway
Project I-5-6-(13)295

Dear Sir:

Peter Kiewit Sons' Company, contractor on the above project, has requested an extension of 20 additional days in which to complete work on the above project. This is a second request, and is in addition to a previously approved extension in the amount of 50 days.

Reasons given by the contractor are the same for each request, namely, interference by other contractors.

The first time extension of 50 days covered delays to approximately October 1, 1961. Our records show the contractor to have been charged workdays on October 17, 18, 19, 23, 24, 30 and 31 during which time the Trowbridge Electric Company had not properly backfilled trenches made for wire installation. This condition prevented prosecution of guardrail construction and berm paving by Peter Kiewit Sons' Company.

Based on interference on the above-listed dates, we will recommend to the Commission an extension of only 7 workdays. This will avoid liquidated damages since the project was completed on November 21, 1961, with only 7 excess workdays charged.

May we have your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Assistant Highway Engineer

cc Forrest Cooper
F. D. Morgan

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Harbor Drive - Washington County Line S.W. 11th - Tigard Interchange Unit

For Week Ending January 13, 1962

Kind of work Paving

Highway Pacific County Multnomah

Section prefix 626-1023

Contractor Peter Kiewit Sons' Co.

Contract number 5385

Date of contract December 11, 1958

Specified work days 120 (50 extension)

Date work started April 20, 1959

Work days used 177

Project authorization $1,319,644.35

Exclusive of engineering $1,225,802.97

Per cent of time elapsed 104 %

Estimated cost of completed project, exclusive of engineering $1,099,785.98

Estimated per cent ~~overrun~~ or underrun . . . . 7.4 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $93,841.71

Engineering cost to date $ 122,750.00, 131 %

Date project was completed November 21, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final submitted to Division Headquarters.

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1962
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED
[illegible] D. CAKES

Noted
M. M. Juve

Signed William E. Maltby
Wm. E. Maltby, Resident Engineer

Address 5821 N.E. lisan St., Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project I-5-6(13)295		3.36	Asph. Conc 3.36	3.36	3.36
Miles partially completed					
Miles completed		3.36	3.36	3.36	3.36
Total estimated quantities (contract)	18,000	159,940	18,510	29	120,000
Total quantities corrected to date	11,665	143,320	15,777	81	112,233
Estimated quantities moved or placed to date	11,665	143,320	15,777	81	112,233
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	* HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Clear		
Wednesday	"		
Thursday	Cloudy		
Friday	Snow		
Saturday			

RECEIVED
JAN 9 1962
FOR FILING

January 8, 1962

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Gentlemen:

This is to acknowledge receipt of your release of claim in the amount of $3,737.18 for materials furnished to Vern Hoaglin Construction Company, subcontractor to Peter Kiewit Sons' Company.

This is in reference to Peter Kiewit Sons' Company Contract No. 5385, for paving on S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of Pacific Highway, Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor of the release of the claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

RECEIVED
JAN 9 1962
FOR FILING

5355

January 8, 1962

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

This is to inform you that we have received a release of claim, in the amount of $3,737.18, from R. M. Wade & Company, 1919 N. W. Thurman Street, Portland 9, covering materials furnished to Vern Heaglin, subcontractor to Peter Kiewit Sons' Company.

Our records indicate this to be in connection with Peter Kiewit Sons' Company Contract No. 5355, for paving on S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway, Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: H. A. Petersen
Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

M. K. McIver
G. L. Jackson
Forrest Cooper

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of $3,737.18 dollars and costs and attorney's fees against Peter Kiewit Sons' Co. ______ contractor and United Pacific Ins. Co. surety, on contract for improvement of Oregon State Highway No. ______ Section ______, Contract No. 5385 heretofore filed by the undersigned in the office of the Secretary of State at Salem, Oregon, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

File # 3733

Dated January 3, 19 62

R. M. Wade & Co. Claimant

By Howard J Booth

Address 1919 N. W. Thurman St.
Portland, Oregon

State of Oregon)
(ss.
)
County of Multnomah (

This is to certify that on this 3rd day of January A.D., 19 62, before me the undersigned notary public duly commissioned and sworn, personally appeared

Howard J. Booth

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

RECEIVED
JAN 5 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Notary Public in and for the State of Oregon, residing at Portland.

My commission Expires July 11, 1965

RECEIVED
DEC 15 1961
FOR FILING

385

5385

December 15, 1961

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Co., a portion of the funds heretofore retained by the Commission on contract #5385 for paving the SW 11th Ave.-Tigard Interchange Unit of Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

This payment, in the amount of $48,870.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $32,092.85. The present payment will be released on or after December 22, 1961.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Agency
Yeon Bldg.,
Portland 4, Oregon

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

RECEIVED
DEC 5 1961
FOR FILING

[illegible]

5385

December 5, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma 1, Wn.

Attention: Mr. Robert L. Miller
Claim Department

Gentlemen:

This is to acknowledge your letter of December 1 concerning the Peter Kiewit Sons' Co. Contract No. 5385 for paving the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section on the Pacific Highway.

This contract was completed November 21, 1961, but has not yet been accepted by the State Highway Commission.

There appears to be only one claim which has been filed with this department, described as follows: R. M. Wade & Co. claim of November 29, 1960, in the amount of $3,737.18 for materials furnished to Vern Hoaglin Construction Co., subcontractor. This claim was filed with the Secretary of State on November 30, 1960.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

December 1, 1961

Oregon State Highway Commission
Salem
Oregon

Mr. Floyd Query, Secretary

Dear Mr. Query:

B-34440
Principal - Vern Hoaglin Construction Co.
Obligee - Peter Kiewit Sons - Company
Oregon State Highway Contract No. 5385
Southwest 11th Avenue - Tigard Interchange
Unit, Pacific Highway, Multnomah County

Regarding the above highway contract between Peter Kiewit Company and the State of Oregon, we will appreciate being advised of the date of completion and acceptance of this job by the State Highway Commission.

In the event claims have been filed against this job, we would appreciate knowing the name of the claimant, the amount claimed and the date the claim was filed.

Your cooperation is always appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Claim Department

RLM:gv

Cec, please reply
F.Q.

RECEIVED
DEC 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 1 1961

FOR FILING

5385

November 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 21, 1961, on Contract No. 5385, S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(13)295.

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
NOV 9 1961
FOR FILING

I-5-6(13)295

5385

November 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Oregon Projects I-5-6(13)295
S. W. 11th Ave.-Tigard Interchange Sec.
Contract No. 5385 and
I-5-6(5)298 and I-5-6(19)295
S. W. Lowell St.-S. W. 11th Ave. Sec.
Contract No. 5762
Installation of Roadway Delineators
(Sight Posts)

Dear Sir:

Reference is made to your letter of September 29 concerning the conflict between underground illumination cables and the delineators called for by the AASHO Manual on these projects.

We agree with your suggestion that the white delineators should be eliminated and have made arrangements with the respective contractors on the projects to accomplish this purpose.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FBK:fp me

cc W. C. Williams
Tom Edwards

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 29, 1961

PLEASE RETURN TO
FORREST COOPER

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

5385
5762

SUBJECT: Oregon Projects I-5-6(13)295, I-5-6(5)298 and I-5-6(19)295
Installation of Roadway Delineators (Sight Posts)

A field inspection of the above projects brought to the attention of this office a condition that could seriously damage the underground illumination cables. The plans for the illumination require that the contractor place his direct burial cable some distance behind the curb. This placement of the cable varies due to conditions encountered on the site.

The requirements of the AASHO Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways, as revised and adopted November 15, 1960 require that delineators shall be placed along the right side of through Interstate roadways, two feet beyond the outer edge of the roadway shoulder or the face of an unmountable curb. The manual now states that delineators shall be placed continuously on all Interstate roadways, except on those sections between interchanges where fixed source lighting is installed and in operation. It further states that delineation is to be installed on all roadways at all interchanges whether or not the interchanges are lighted.

It is our suggestion that delineators be eliminated from the through traffic roadways from the Tigard Interchange northward to Harbor Drive. The yellow delineators would still be required on the ramps of interchanges. The possibility of damaging the direct burial cable with the delineator posts would then be greatly reduced.

It is called to your attention that the project I-5-6(13)295 is practically complete and delineator installation on this section of highway will probably be scheduled in a very short time.

Edw
Report & Recomm.

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1961
NOTED-

RECEIVED
OCT 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
3 1961
FOR FILING

(7-22-59) UNITED STATES VERNMENT

Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5345

DATE: November 2, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-6(13)295
S.W. 11th Ave.-Tigard Interchange
Time Extension, Contract No. 5385

Reference is made to your letter dated October 25, 1961.

On the basis of the further justification provided, we will concur in your recommendation that contract time be extended 50 days, without penalty.

[illegible]

RECEIVED
NOV 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1962
FORM E-30 50M 7-60 20398

FOR FILING

5315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 31, 1961

SUBJECT: R. H. Baldock Freeway - S. W. 25th
Nuisance Complaint
S. W. 11th Ave., Tigard Interchange

To: Mr. Victor D. Wolfe
Administrative Assistant
State Highway Departement
Salem, Oregon

Please be advised that the weeds and grass have been removed from the excess property on the south side of the Baldock Freeway, between approximate Stations 286 and 290.

This area is outside of our right-of-way fence, and we were unaware that it was owned by the Department. Mr. A. V. Benedict has notified Mr. W. H. Haskins that this is surplus property, and it should be sold if possible.

We concur with Mr. Benedict on the sale of this property, as it will be of no use to us for maintenance purposes and would present a problem of maintaining it by cutting the weeds and grass in the future.

B P Huntley
B. P. Huntley
District Maintenance Superintendent

BPH:mo

cc: I. A. DeFrance
A. E. Johnson
Loyd Shaw

CCE dw
your OK for sale?
Geo

W.D.W.
What is status

1-17-62
To be put up for auction by Haskins
sale approved by all concerned - reported by [illegible] this date
VDW

RECEIVED
NOV 1 1961
OREGON
STATE HIGHWAY COMMISSION

FORREST COOPER

RECEIVED
NOV 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1961
FOR FILING

5345

October 26, 1961

Mrs. Ernest Hugill
5930 S. W. 25th Avenue
Portland 19, Oregon

Dear Mrs. Hugill:

Reference is made to your letter of October 13 pointing out the unsightly condition of a triangular piece of property which is under the jurisdiction of the Highway Department since its purchase as part of rights of way for the construction of the R. H. Baldock Freeway.

It is our understanding that this parcel of property is at the present time covered with Scotch broom and tall grass. We have asked our Maintenance people to improve the sightlyness of this piece of land.

Thank you for calling the matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. P. M Stephenson
Mr. I. A. DeFrance
Mr. A. E. Johnson

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
October 25, 1961

SUBJECT: Nuisance Complaint
S.W. 25th & Baldock Freeway
S.W. 11th Ave.-Tigard Inch.
R. H. Baldock Freeway
Contract: 5385

To: Mr. Victor D. Wolfe
Administrative Assistant
State Highway Department
Salem, Oregon

We are returning a sketch showing the property owner's location which is described as 8930 S. W. 25th and its proximity to a triangle of right of way on the above subject highway.

This triangle, the size of which is not certain at this time, is a remnant left from purchase of right of way for the freeway. This property will probably become surplus and will be sold some time in the future. At present it is covered with scotch broom and tall grass. As has been the practice in this area when a nuisance complaint has been registered, the maintenance forces mow and remove any unsightly vegetation which has been allowed to grow.

We are sending a carbon copy of this letter to Mr. Phil Huntley so that he may proceed accordingly. We trust this information will provide an answer for Mrs. Hugill.

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

JBB/bb
Encl.
cc: William Maltby
Phil Huntley

RECEIVED
OCT 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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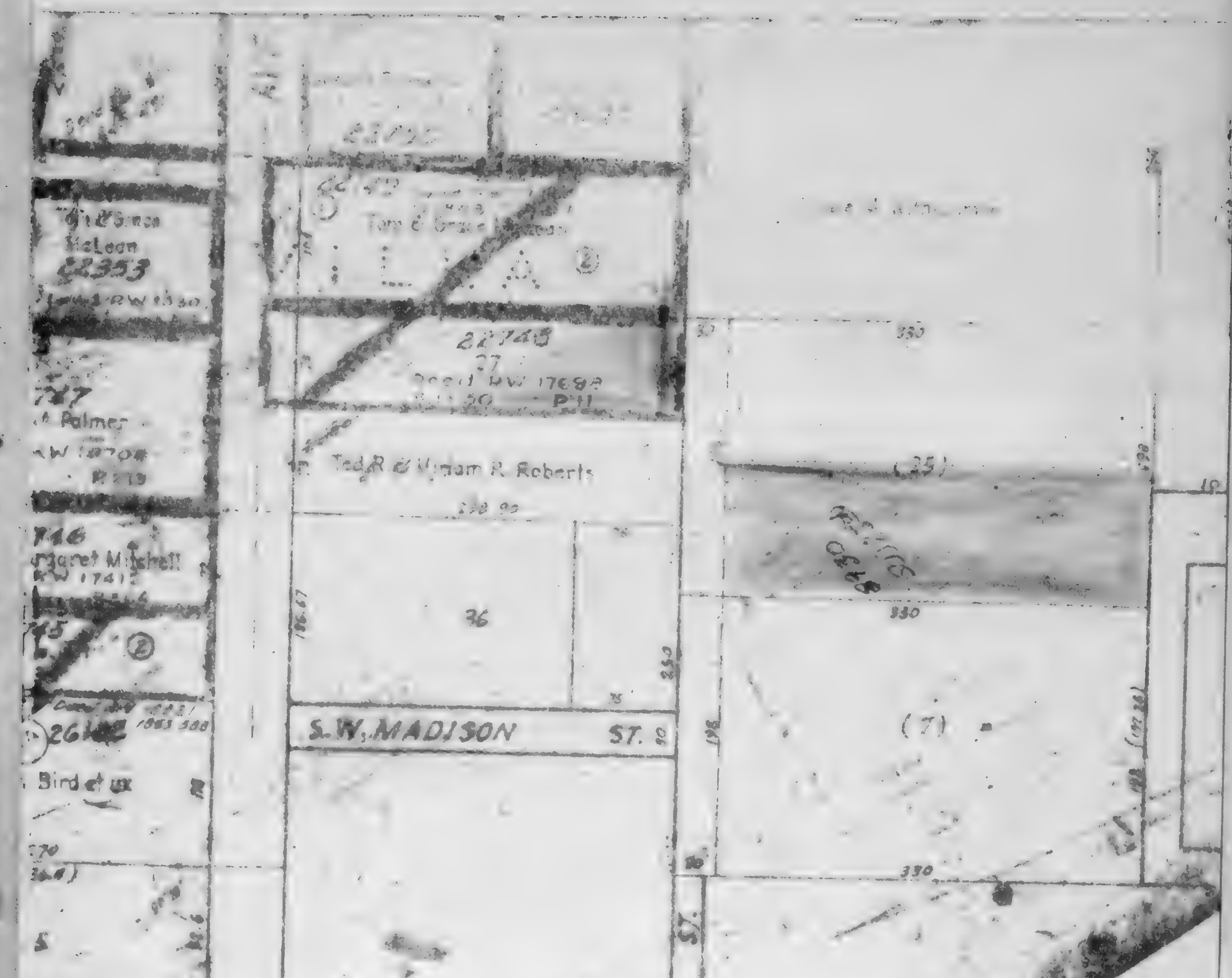
OFFICE OF
STATE HIGHWAY ENGINEER


22353
McLean
747
Palmer
746
Margaret Mitchell
Bird et ux
Tom & Grace McLean
22745
27
Deed RW 17682
Ted R. & Miriam R. Roberts
36
S.W. MADISON ST.
S.W. 26TH
HOMES
S.W. 25TH ST.
330
(25)
(7)
330
330

RECEIVED
OCT 27 1961
FOR FILING
[illegible]
5395

October 25, 1961

2.182

Mr. C. G. Polk, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Time Extension
S.W. 11th Ave.-Tigard Interchange
Oregon Project I-5-6(13)295
Contract No. 5385

Dear Sir:

In your letter of October 16 you requested additional information to support our recommendation that the work time on subject project be extended 50 days.

Please refer to the insert in the contract entitled "Additional Special Provisions Federal-aid Interstate Highway Projects". The last paragraph on page two and the first paragraph on page three define a "workday". You will note that conflict with another contractor (or contract) does not constitute reason for non-charge of workdays. Neither do changes in plans or specifications.

Under paragraph one on page four, reasons justifying an extension of time are defined. You will note that changes in plans or specifications and the failure of the State, its representatives and its other contractors to act promptly in carrying out their obligations and duties are valid reasons for granting an extension.

We believe that each of the five points outlined in our letter of October 16 contains elements which definitely indicate that extension rather than non-charge is warranted. Every one of the 50 days recommended were charged on days during which the contractor could not perform work on the major items as a direct consequence of errors in planning or interference with other state contracts.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

cc Mr. W.C.Williams
Mr. Tom Edwards
FBK:fp ms

FORM CD-121
(9-22-58)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: October 18, 1961

PLEASE RETURN TO
FORREST COOPER

CBPolk

FROM : C. B. Polk, Division Engineer
Salem, Oregon
08-35.4-DA

SUBJECT: Oregon Project I-5-6(13)295, S.W. 11th Avenue-Tigard Interchange
Time Extension

Reference is made to your letter dated October 16, 1961.

We are familiar with the unusual difficulties and delays which beset the contractor on subject project and are of the opinion that reasonable and just time extension is warranted.

We do feel, however, that further and fuller explanation should be furnished in justification of the extension. Under No. 1 in your letter of October 16, the thought is bound to occur to a reviewer, why was time charged in the first instance? The same comment would apply to the statement made under heading No. 2. Under No. 4, it is not clear why or why not the 2-day charge was improper.

In general, it would seem best to resolve the time-charge issue within the specified 10-day period after the contractor has received his weekly time charge notice from the resident engineer.

We shall await your reply before final action is taken in the matter.

Copy to Porter

RECEIVED
OCT 23 1961

FOR FILING

I-5-1(13) [illegible]

5365

October 20, 1961

Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

Gentlemen:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an extension of time for 51 additional workdays from 120 days to 171 days within which to complete your contract #5365 without the assessment of liquidated damages, for paving the SW 11th Ave.-Tigard Interchange Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

The Highway Commission granted you 50 additional workdays, from 120 days to 170 days, subject to concurrence of the Bureau of Public Roads. This action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Lloyd Shaw
Wm. K. Maltby
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Maison

RECEIVED
OCT 27 1961

FOR FILING

5395

Salem, Oregon
October 18, 1961

Mr. Lloyd Shaw
Metropolitan Engineer
Portland

Attached is a copy of a letter from Mrs. Ernest Hugill, 8930 S.W. 25th Avenue, Portland 19. Mr. Cooper requests that you investigate and report.

We are deferring our reply to this letter pending your report. Please expedite.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.

MRS. ERNEST HUGILL
8930 SOUTHWEST 25TH AVENUE
PORTLAND 19, OREGON

October 13, 1961.

RECEIVED BY
State Hwy Engr

REFERRED TO
Cooper
By State Highway Engineer

Highway Department,
State of Oregon,
Salem, Oregon.

Gentlemen:

We live on S. W. 25th Avenue, just southeast of the newly-completed freeway. Property was taken for the right of way, but a certain portion of it was not used. This triangular piece has been allowed to grow up with weeds and brush until it is very unsightly and is also a fire menace. Is it the intention of the Highway Department to keep such unused parcels of property cleared? I hope it is, and if so, it seems that while the crews are in the neighborhood working, this might be the time to do it.

This letter is not intended to be critical, but just a desire for this information.

Thanking you for an early reply, I am

Yours very truly,

Joyce S. Hugill
Mrs. Ernest Hugill.

RECEIVED
OCT 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1961
FOR FILING
[illegible]
5385

October 17, 1961

Request for Extension of Time
No. 7
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

Peter Kiewit Sons' Company, contractor for the S. W. 11th Avenue-Tigard Interchange Unit of the Pacific Highway, Contract No. 5385, has requested that its contract time be extended 51 days without the assessment of liquidated damages.

The request is based on the valid reason that the contractor was prevented from performing work during periods of charge time due to conflict with another contract. The Lowell Street-21st Avenue Unit, Contract No. 5110, overlapped the north end of this project for a considerable length and did seriously curtail operations over a period between 1959 and 1960.

The contractor was charged 22 days in 1959, 16 days during 1960, and 12 days during 1961, when he was prevented from performing work on the major portions of the job.

It is, therefore, recommended that this total of 50 days be considered and that the contractor's workday time be extended from 120 days to 170 days without the assessment of liquidated damages dependent upon concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
SEP 25 1961
FOR FILING
I-5-[illegible]

5385

September 22, 1961

Shuler, Sayre, Winfree & Rankin
Attorneys at Law
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Robert L. Myers

Dear Mr. Myers:

As requested in your communication of September 21, we are attaching a certified copy of Contract No. 5385. This covers the Peter Kiewit Sons' Co. Contract for paving the S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section on the Pacific Highway in Multnomah County.

Our Construction Division informs us that this project was approximately 95 per cent complete as of September 22, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attach.
CWH:mg

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD B. LANSING

CAPITOL 8-6688

September 21, 1961

NOTED
FLOYD QUERY

Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Oregon State Highway Contract No. 5385

Dear Sir:

Pursuant to the provisions of ORS 279.512, we are enclosing affidavit on behalf of our client, R.M. Wade & Co.

We request that you send us at this address a certified copy of Oregon State Highway Commission Contract No. 5385 and the bond taken from Peter Kewitt Sons Co. and its surety in connection therewith.

Would you please advise whether or not this job has been accepted and, if it has, the date of the acceptance.

Very truly yours,

SHULER, SAYRE, WINFREE & RANKIN

By Robert L. Myers

rlm-a
encl.

cc Peter Kewitt Sons Co., Contractors
P.O. Box 1777
Vancouver, Washington

Vern Hoaglin Construction Co.
228 N.W. Cedar
Beaverton, Oregon

United Pacific Insurance Company
1975 S.W. 5th Avenue
Portland 1, Oregon

Cec, please reply
76

9-22-61
75% Complete
- Ed Pease -

RECEIVED
SEP 22 1961
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss
County of Multnomah)

I, H.W. WINFREE, being first duly sworn on oath depose and say:

1. That I am the Secretary of R.M. Wade & Co., an Oregon corporation; that I make this affidavit on behalf of said corporation.

2. That R.M. Wade & Co. furnished to Vern Hoaglin Construction Co., subcontrator, certain fencing materials for the prosecution of the work provided in Oregon State Highway Contract No. 5385, and there is a balance in excess of $2,900.00 due and owing to R.M. Wade & Co. for such materials.

H W Winfree

Subscribed and sworn to before me this 21st day of September, 1961

Robert L. Myer
Notary Public for Oregon
My Commission expires: November 9, 1962

RECEIVED
AUG 15 1961

FOR FILING

5385

August 15, 1961

Mr. C. G. Polk
Division Engineer
U. S. Department of Commerce
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Complying with your request in memorandum dated August 11, 1961, concerning Oregon Project I-5-6(13)295, S. W. 11th Avenue-Tigard Interchange - Paving. We are enclosing herewith 12 copies of our new "Supplemental Standard Specification - Tolerance in Portland Cement Concrete Pavement Thickness".

Our construction office will supply you with the other information requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosures (12)
cc: Mr. T. Edwards

JWR:cr

RECEIVED
AUG 14 1961

FOR FILING

5 3Y5

477 Cottage Street, N.E.
Salem, Oregon

August 11, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

D. M. Emrich
Acting Division Engineer

Oregon Project I-5-6(13)295
S.W. 11th Avenue-Tigard Interchange - Paving

Reference is made to your letter dated July 17, 1961 concerning deficiencies found in the thickness of concrete pavement.

These data were transmitted to our Regional office. That office has commented as follows:

> "The penalties proposed for this project appear somewhat lenient in relation to such penalties imposed by other states and the FP-61. However, in view of the circumstances involved, we will not raise any objections to the State's proposal. The report on the situation, to be complete, should, we believe, include data on the actual computations of the penalties in relation to the sections of pavement involved; also, information on the apparent weakness in the State's inspection procedures that would permit these deficient thicknesses to occur should be furnished. For example, the daily yield computations should have disclosed that these deficiencies were occurring.
>
> In regard to the new Supplemental Standard Specification for Tolerance in P.C.C. Pavement Thickness, it is requested that twelve copies be submitted as required, and Washington Office approval be obtained. We believe this Supplemental Standard Specification is satisfactory and should receive approval without difficulty. We note that it conforms with the FP-61 except for the one core per 1,000 feet."

We would appreciate receiving the information and data requested and also the 12 copies of the new Supplemental Standard Specifications for Tolerance in P.C.C. Pavement Thickness.

Original to
Edwards
copies to [illegible]

RECEIVED
JUL 17 1961
FOR FILING

5345

July 17, 1961

[illegible]

Hon. Virgil Langtry
Circuit Judge
Multnomah County Court House
Portland 4, Oregon

Dear Judge Langtry:

Reference is made to your letter of July 5, addressed to Mr. Cooper, in which you comment further on the drainage situation between S. W. 30th Avenue and Tryon Creek. I was quite surprised by your letter, as it was my belief that we had gone out of our way to correct a bad situation to which we had contributed very little. It was most disconcerting to learn that our efforts to correct this have, in your opinion, aggravated the situation.

In this connection, it should be pointed out that the Highway department does not contribute to septic tank effluent or sewage in the drainage area which is the source of this water. The stench emanating from the water is probably the concern of the State Sanitary Authority or the local sanitarian. However, in a spirit of co-operation, we did undertake the bypassing of this drainage and we will fill in the open ditch with pipe for a reasonable distance.

I trust that this additional work will prove satisfactory to you and your neighbors as our only alternative would be to cut the one catch basin we have on this line off and return the drainage to the original source.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. James Don
LHY:fp ms

PLEASE RETURN TO
FORREST COOPER

CIRCUIT COURT OF OREGON
FOURTH JUDICIAL DISTRICT-DEPT. NO. 3
COUNTY COURT HOUSE
PORTLAND 4, OREGON

VIRGIL LANGTRY
JUDGE

July 5, 1961

Contract #
5385

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Forrest:

I am writing this letter to you because I understand that Dutch is ill and not at the office. In May I wrote to Dutch about a drainage problem caused by the new freeway which had resulted in flooding of the back end of my and my neighbor's lots and some considerable damage. My address is 2715 S. W. Taylors Ferry Road, Portland. The result of this complaint was that someone from the local Highway Department office called at our place and looked the neighborhood over, and it was concluded that some additional drainage should be made available along the edge of the freeway in this area to lead the water off. The work has apparently now been completed.

My neighbor who lives right on the freeway at the end of 28th Avenue where it runs into the freeway, and who lost a corner of his back yard during the acquisition of right of way, called on me this weekend and wanted me to look at what had been done to him as the result of the drainage project. I went to his place and found that the Highway Department has constructed an open ditch along the wire fence at the edge of the right of way which is within a few feet of his very nice patio and back yard. Sewage is draining down this ditch at the present time, and the stench is insufferable. The open ditch leads into tile just at 28th Avenue, and it is covered up from there on. Why in the world the Highway Department did not put the tile all the way along in order to avert the creation of this public and private nuisance, I cannot say. My neighbor, Mr. MaGee, says that he inquired of the man who appeared to be in charge of the crew which did the work about whether they were coming back, and was told that the job was done. From looking at the ditch, it is apparent to me that the first time we have a good hard rain the end of the tile is going to plug up, and that the damage that can be done by the overrunning of this ditch will be much more severe than when the water followed its course over and down my place. It takes much less than an engineer to see this.

Edw

Can't we get this pest off of our backs?
C

Draft

Believe me, if I had had any idea that the Highway Department was going to end up with the creation of such a nuisance, as well as the potentialities of so much damage to adjacent property, I would not have requested any action in the first place. If the matter isn't cleaned up, I am going to advise my neighbor about the employment of an attorney to bring suit to abate the nuisance.

With kindest personal regards, I am

Sincerely yours,

Virg

Virgil Langtry
Circuit Judge

VL:nt

RECEIVED
JUL 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1961

FOR FILING

[illegible]

5385

July 17, 1961

2102

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. 11th Avenue-Tigard
Interchange Paving
Project I-5-6(13)295

Dear Sir:

As requested in your letter of July 7, we are attaching two prints of a straight-line map of subject project showing the location and diameters of all core samples made on the Portland cement concrete paving on this project. Our policy on payment for pavements deficient in thickness on this project is as follows:

1. Pavement more than ten per cent deficient (less than 7¼-inch thickness) will be rejected. The contractor will be given the option of leaving the deficient pavement in place and not being paid for same, or will remove the deficient pavement and replace with sufficient thickness pavement at his own expense. No payment to the contractor will be made if the pavement he leaves is less than 7¼ inches thick. We believe that the leaving of the 7¼-inch or less pavement is warranted under these conditions according to the experience we have had in the past with 7-inch Portland cement concrete.

2. Payment for pavement accepted will be made at a ratio of the square of the actual thickness to the square of the specified thickness. Any pavement over 8¼-inch thickness will be computed at 8¼-inch on the theory that any thickness over this amount is of no benefit to the State. This basis of payment is in accordance with the specificationsof A.A.S.H.O. and the Bureau of Public Roads.

We have, under date of May 1961, written a Supplemental Standard Specification for Tolerances in Portland Cement Concrete Pavement Thickness incorporating essentiall the above stipulations. This specification is now being used on all our Portland cement concrete paving projects. Two copies of the above-mentioned specification are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc
W.C. Williams
Tom Edwards
CHB:fp ms

Attach.

Oregon State Highway Department

SUPPLEMENTAL STANDARD SPECIFICATION

TOLERANCE IN PORTLAND CEMENT CONCRETE PAVEMENT THICKNESS

May, 1961

It is the intent that the pavement shall be constructed strictly in accordance with the thickness shown on the plans. Pavement not so constructed shall be subject to replacement or to payment at adjusted prices as herein set forth.

In each 1,000 linear feet of each separately constructed strip of pavement, at such points as the engineer may select, at least one core shall be taken and each core shall be measured by averaging the length thereof to the nearest 1/8 inch.

The average thickness of each 5,000 linear feet of each separately constructed strip of pavement, or remaining fraction thereof (hereinafter referred to as a unit of pavement), will be determined from the measurements of the cores taken therefrom as follows: all measurements exceeding specified pavement thickness by more than 1/8 inch shall be considered as 1/8 inch greater than specified thickness, and all measurements showing a deficiency in specified pavement thickness of more than 1/2 inch shall be excluded from the computation of the average thickness.

For each 5,000 linear foot unit, or fraction thereof, of each separately constructed strip of pavement, the contract unit prices applicable to the pavement will be subject to adjustment as set forth in the numbered paragraphs which follow:

(1) No payment shall be made under the contract unit prices per square yard for the bid items "8-inch Portland Cement Concrete Pavement" and "Wire Fabric Reinforcement" for areas of pavement found deficient in thickness by more than 1/2 inch.

(2) For each unit of pavement, the average thickness of which, determined as above provided, is less than the specified thickness by more than 1/8 inch, but not more than 1/2 inch, the adjusted unit price for payment under the bid item "8-inch Portland Cement Concrete Pavement" shall have the same ratio to the contract unit price for said bid item that the square of the average thickness of the pavement has to the square of the specified thickness.

(3) For each unit of pavement, the average thickness of which, determined as above provided, is thicker than, equal to or not more than 1/8 inch less than the specified thickness, the contract unit prices shall be applicable.

In determining the quantity of pavement found deficient in thickness by more than 1/2 inch, referred to in numbered paragraph (1) above, the procedure will be as follows: at intervals of 25 feet each way from the core indicating the deficiency, additional cores shall be taken along the approximate same center line in the same strip of pavement until said additional cores indicate pavement that is not deficient in thickness by more than 1/2 inch. The product of the sum of the distances thus determined in each direction from the original core indicating the deficiency multiplied by the width of the strip of pavement involved shall be the area of pavement found deficient in thickness by more than 1/2 inch.

In case the engineer considers that the deficiency in thickness of pavement found deficient by more than 1/2 inch is enough to seriously impair the traffic service expected from the pavement, the area of such deficiency, together with adjoining areas as hereinafter set forth, shall be removed by the contractor at his own expense and the removed pavement shall be replaced with pavement of the specified design, quality and thickness. If the replacement pavement is found acceptable, that area of it which replaces the actual area of deficiency shall be included in the area measured for payment under the contract. In case the engineer considers there is little probability of early failure of the pavement found deficient by more than 1/2 inch, he may permit the contractor to elect whether to leave the deficient pavement in place without payment for it as set forth in numbered paragraph (1) above, or to remove it and to replace it with acceptable pavement as herein provided.

In removing and replacing pavement under these provisions, the work shall be to the full width of the strip of pavement involved and shall extend on either side of the area of deficiency in thickness to the nearest transverse joint of the original construction. All affected joints shall be replaced or restored to specified quality and design, without additional payment.

In case the contractor considers that the cores taken do not indicate fairly the actual thickness of pavement, he may request that additional cores and measurements be taken. Such cores shall be taken at intervals of not less than 200 feet. The additional information so obtained shall be used in determining whether and what adjustments of the contract unit prices are required. The cost of the additional cores and measurements shall be deducted from sums due the contractor unless the pavement in the area in question is found to be within the thickness tolerance for which no adjustment in contract unit prices is to be made.

9
MDE CON 41 7-10-61 2:25

SHAW

BPR REQUESTS DETAILED INFO ON THE CORING PERFORMED ON PCC PAVEMENT ON 11TH-TIGARD PROJECT (I-5-6(13)295). NEED STATION, LANE OR LANES, AND CORE DIMENSIONS. NEED ANSWER BY JULY 12.

BAKER
DBOO.

EXPLORATORY BASIS OF ADJUSTMENT FOR THE DEFICIENCY OF PAVEMENT THICKNESS

S.W. 11TH AVE. - TIGARD INTERCHANGE
CONTRACT NO. 5335

BASIC ASSUMPTIONS:

1. Pavement more than 10 per cent deficient in thickness not to be paid for or removed and paid for once. This premise rejects all pavement less than 7¼ inch.

2. Payment for pavement in excess of 7¼ inch thickness to be paid for on ratio of square average depth to square of specified depth applied to price per square yard. This method is in accordance with A.A.S.H.O. specs and Bureau of Public Roads specs for adjustment. No thickness over 8¼ inches is used in calculations to obtain average thickness on the theory that said additional thickness has no particular benefit.

With the above basic assumptions, field measurements and computations result in the following:

Total Pavement Placed to date (12' lanes) 62,821 or 83,761 Sq. Yd.
Pavement deficient in excess of 10% is 910 Lin. Ft. or 1,213 Sq. Yd.
Pavement within acceptable range 61,911 Lin. Ft. or 82,548 Sq. Yd.
Average thickness of pavement in acceptable range 7.82173 inch
Bid Price Per Sq. Yds. $3.60

Ratio applied to bid price $\frac{(7.82173)^2}{(8)^2}$ X 3.60 = $\frac{61.18}{64}$ X3.60 = 3.4413

82,548 Sq. Yd. X 0.1587 = 13,100.37 penalty

Value of Pavement deficient in excess of 10%
1,213 X 3.60 = 4,366.80

Total penalty $17,467.17

The total penalty would be as above for that pavement poured to date.

FORM CD-121
(9-27-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 7, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-6(13)295 S.W. 11th. Ave. - Tigard Interchange - Paving

In order to complete our records on subject project, we would appreciate receiving detailed information on the coring performed by your laboratory personnel.

The data needed would include the station location and the lane or lanes where cores were taken and in each case the core dimensions. In addition, we would appreciate your general comments and current thinking on the problems involved.

NOTED
FORREST COOPER

RECEIVED
JUL 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECORD OF TEST CORES AND BORINGS
S.W. 11th. AVE. - TIGARD INTERCHANGE UNIT
PACIFIC HIGHWAY
CONTRACT 5385 PREFIX 626-1023
WILLIAM E. MALTBY, RESIDENT ENGINEER
APRIL 1961 SCALE: 1"=200' HORZ.
NONE VERT.

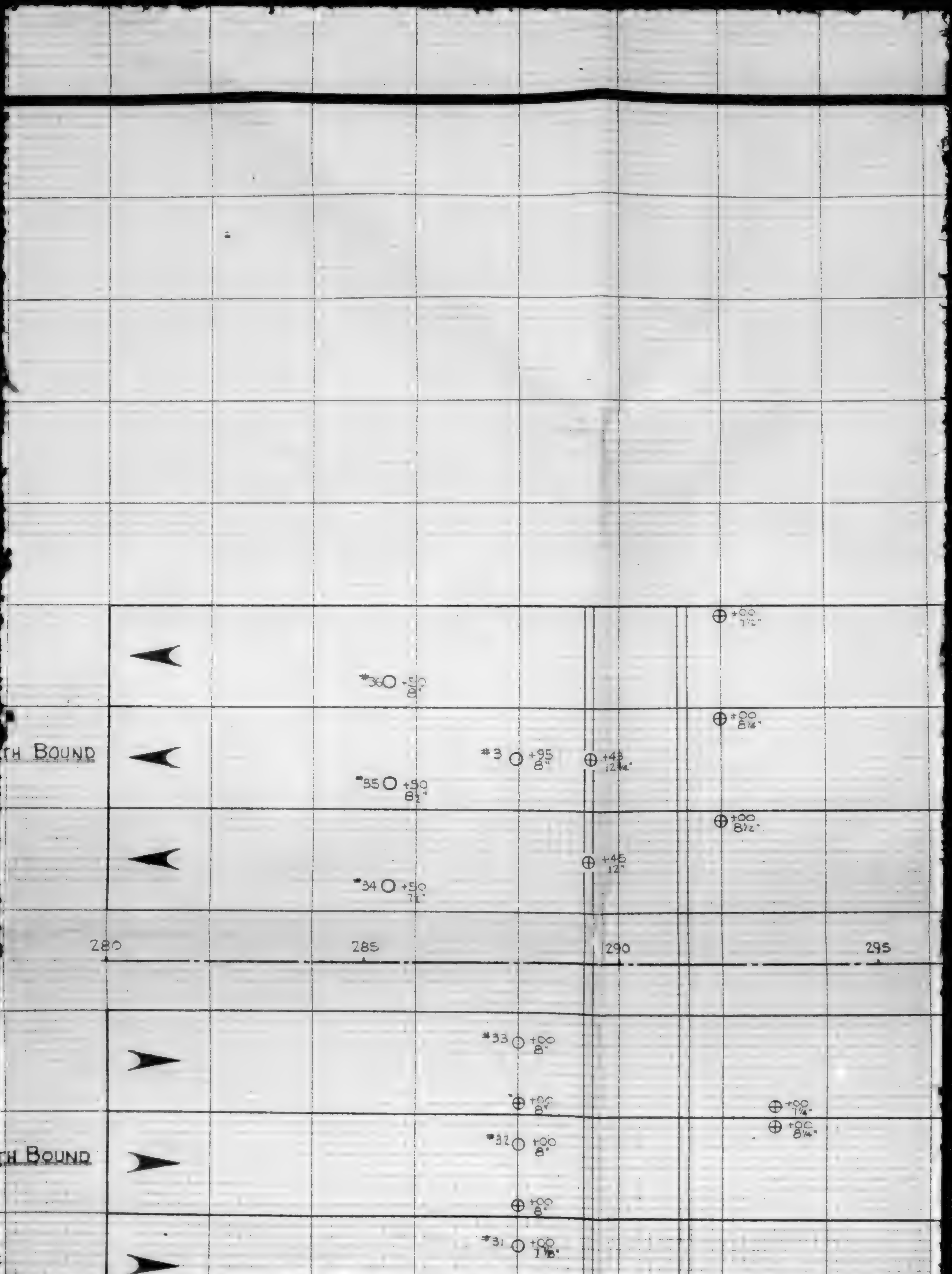
NORTH BOUN

LEGEND

○ DENOTES CORE DRILLING
⊕ DENOTES 1" HOLE BORING IN PAVEMENT

(FURTHER INFORMATION
AVAILABLE ON MAP SHOWING POURS)

SOUTH BOUN

+00 7½"
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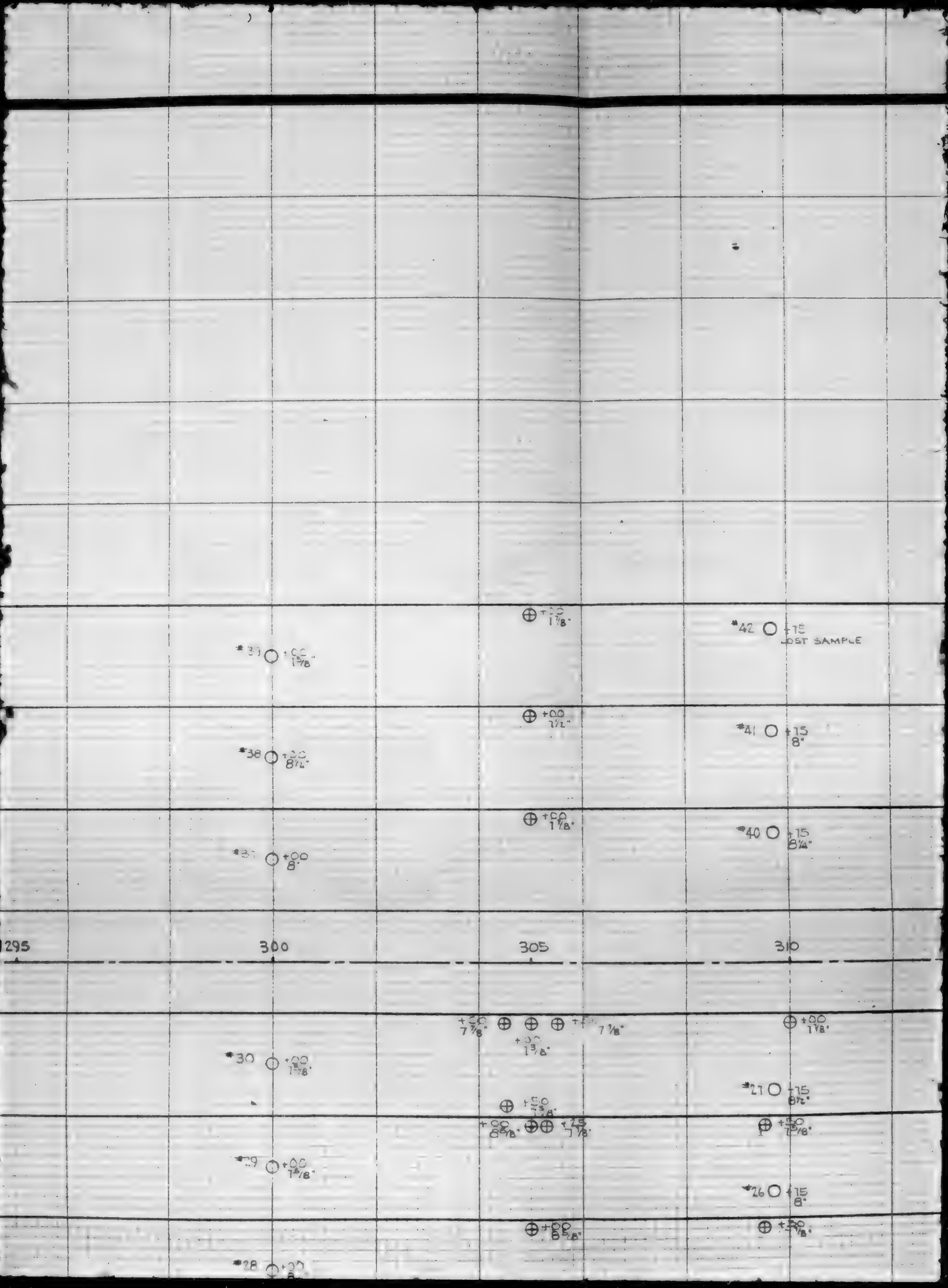
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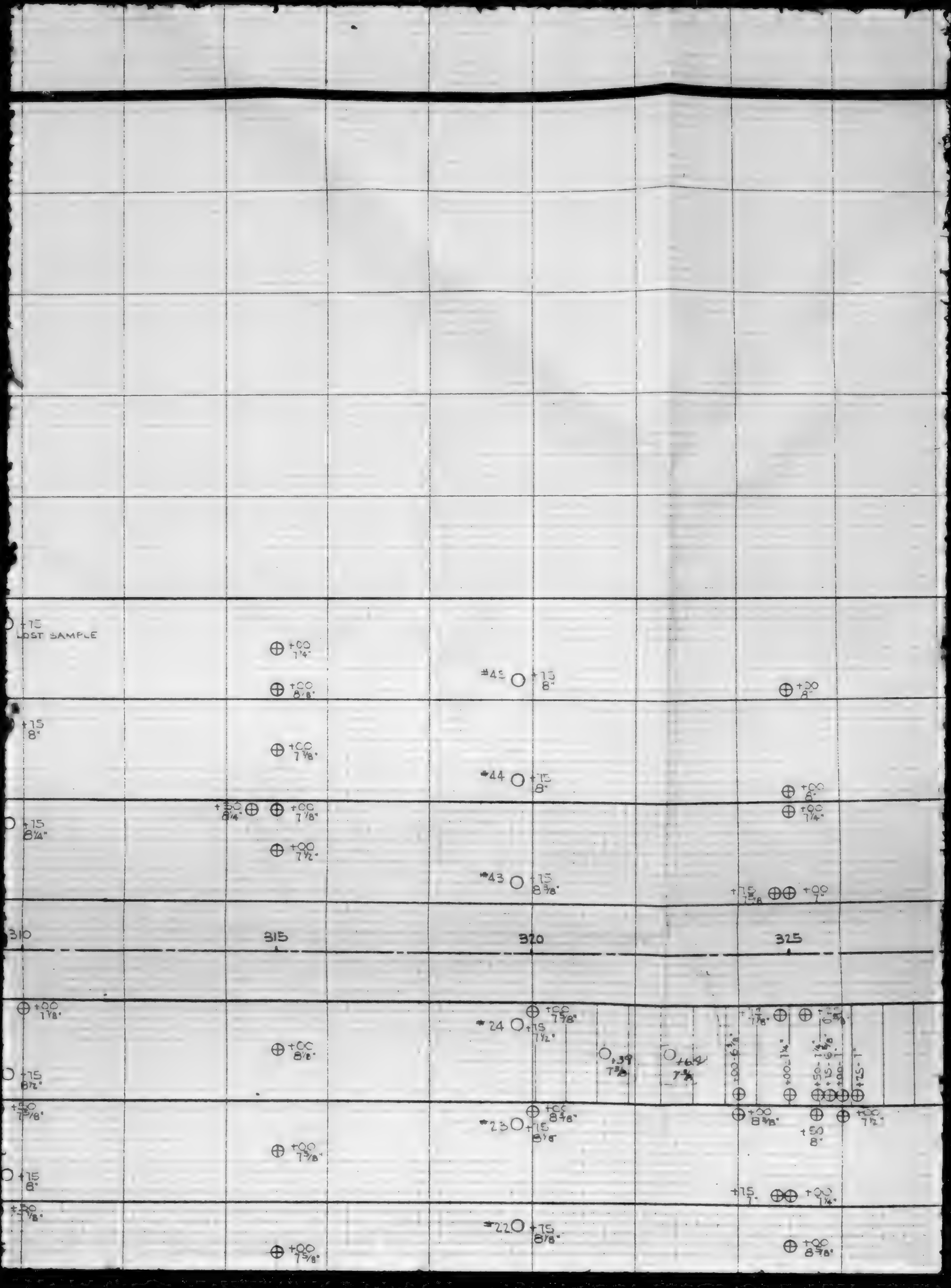
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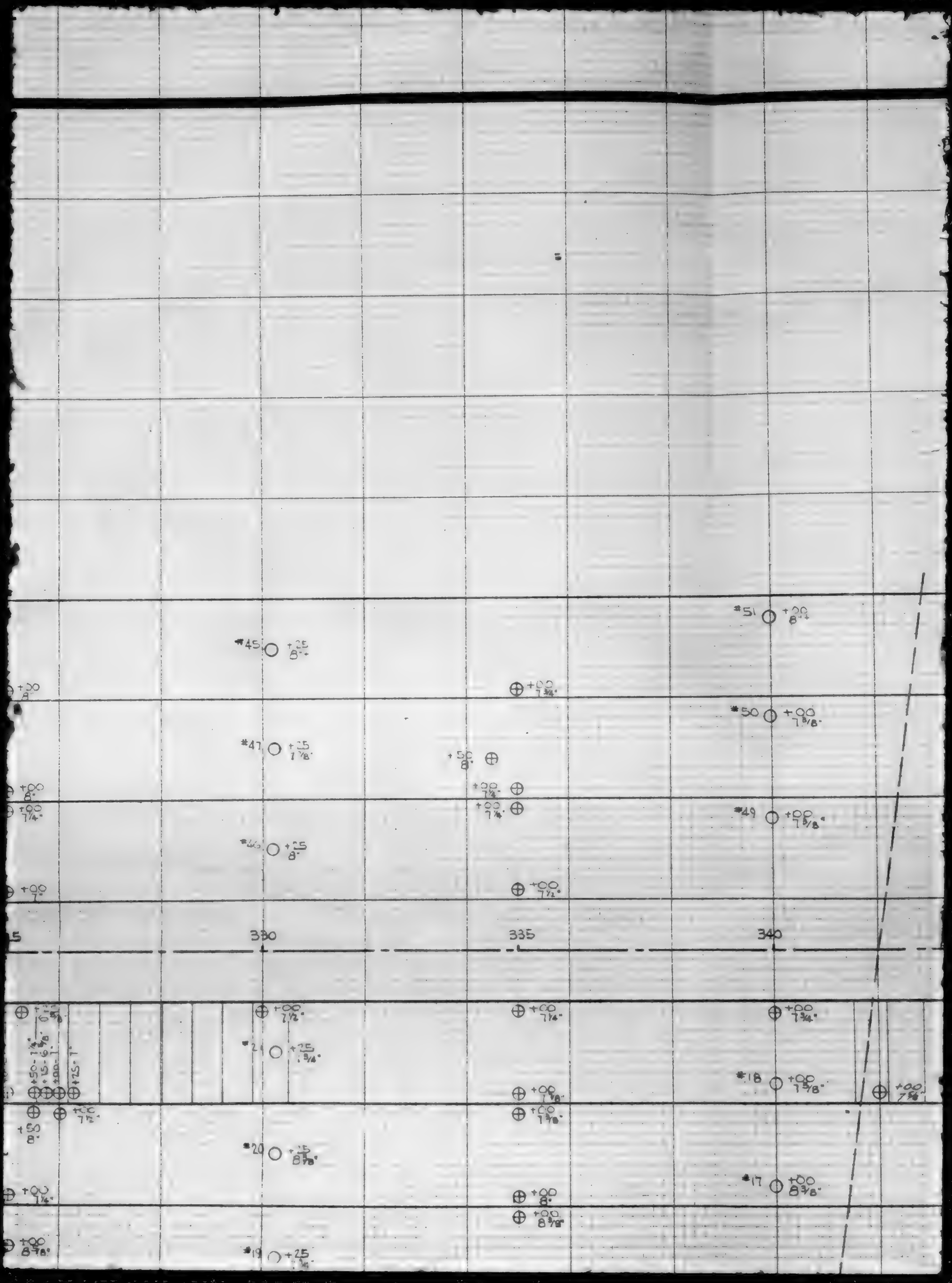

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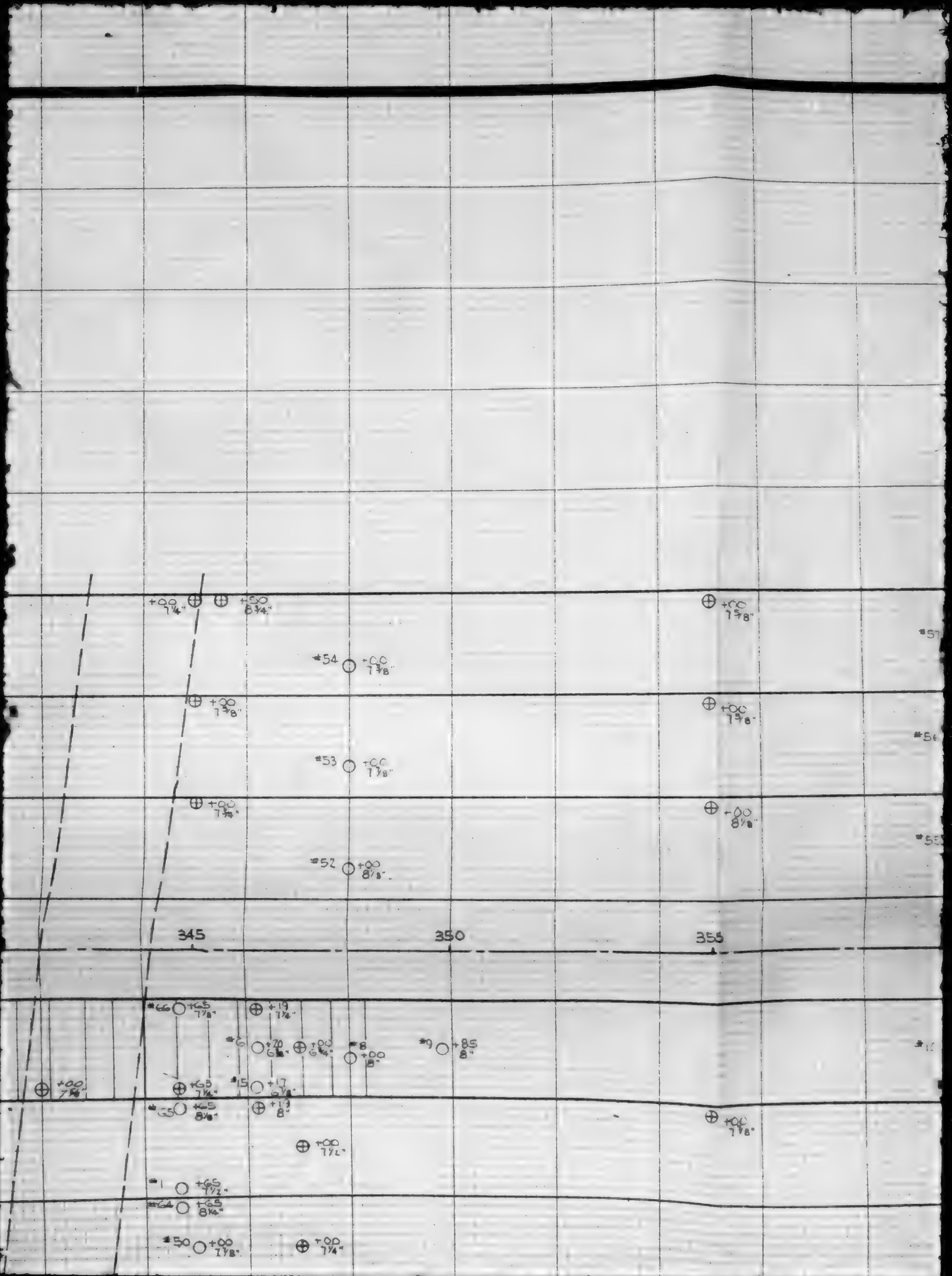
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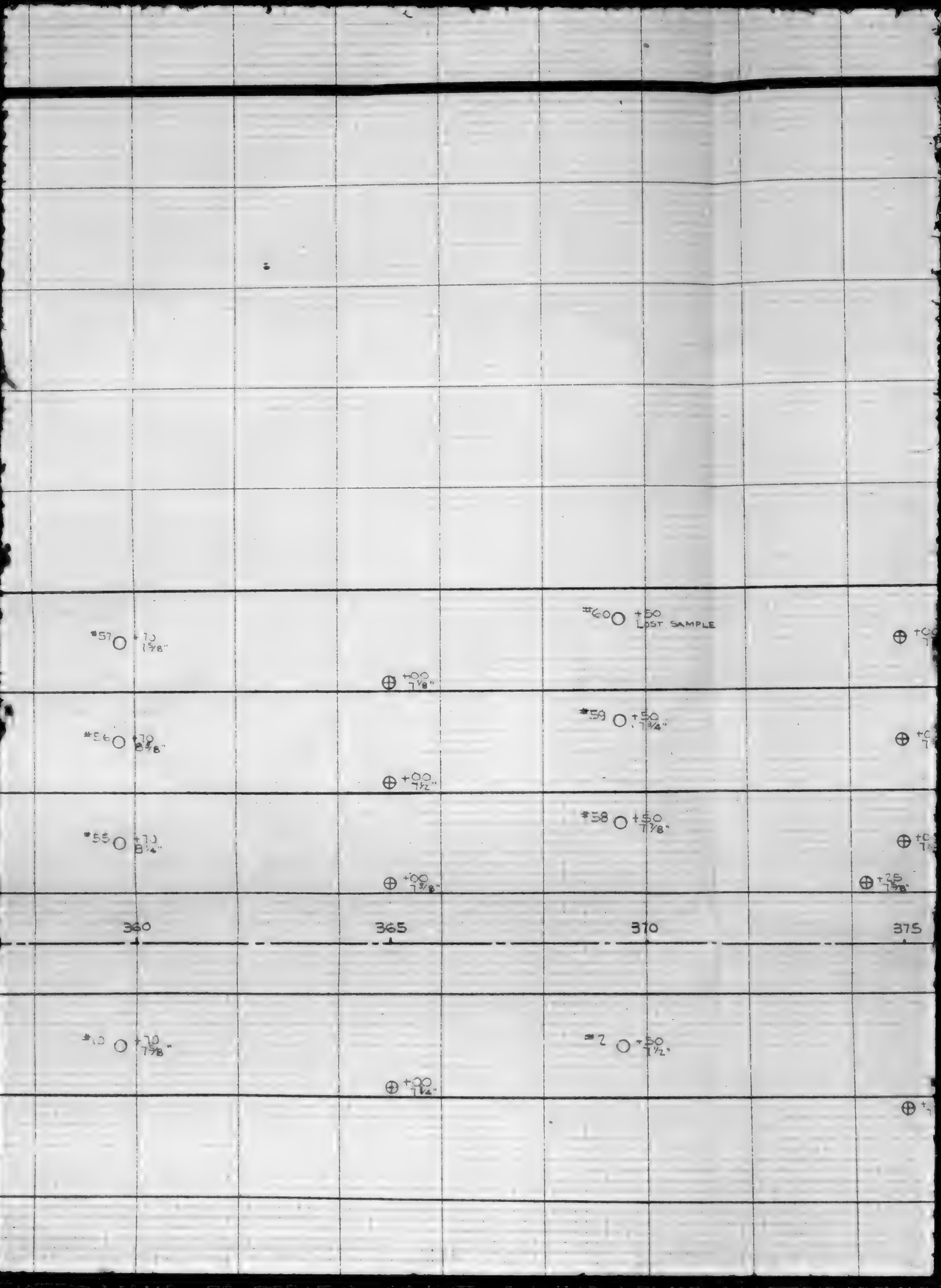
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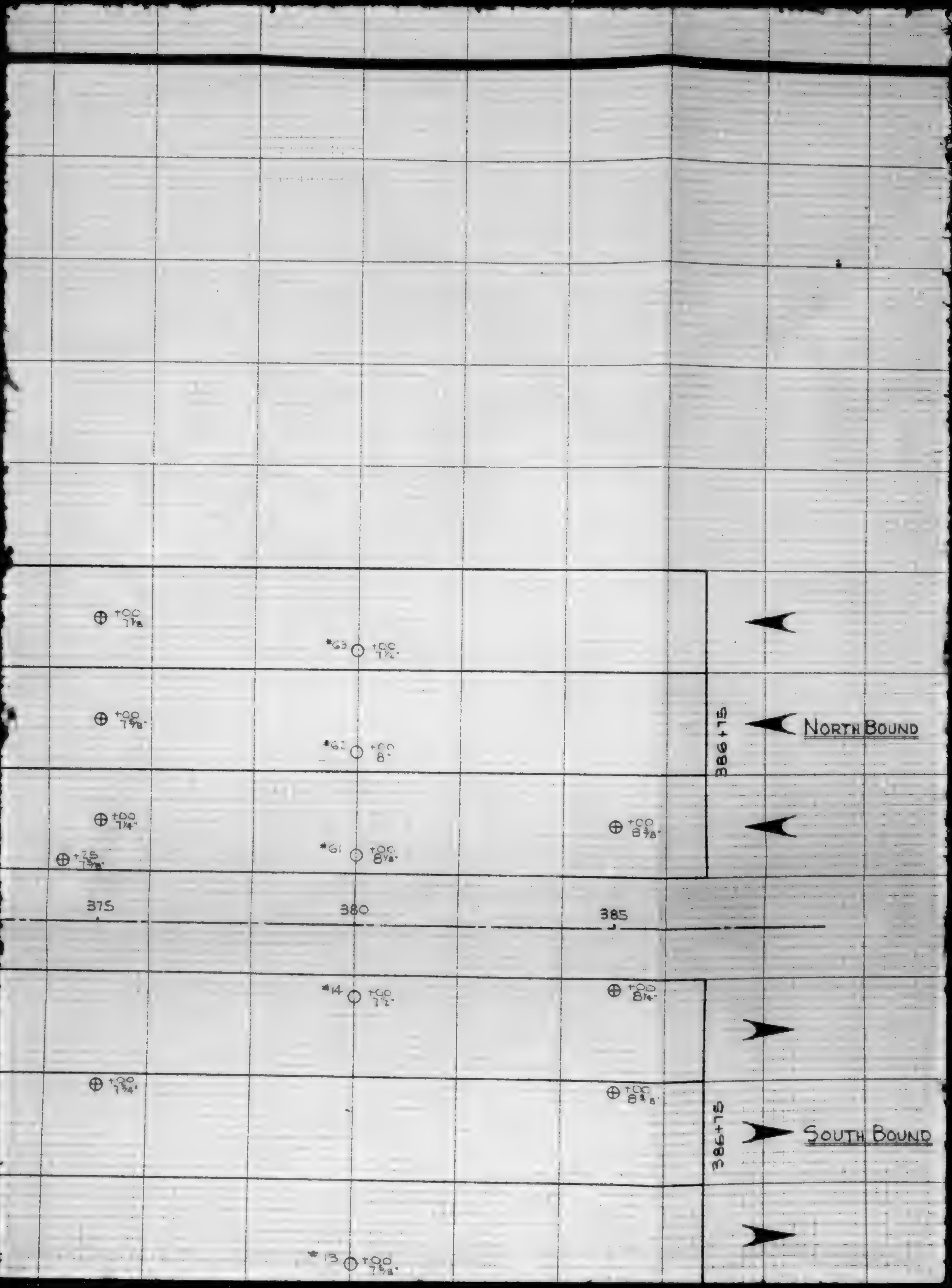
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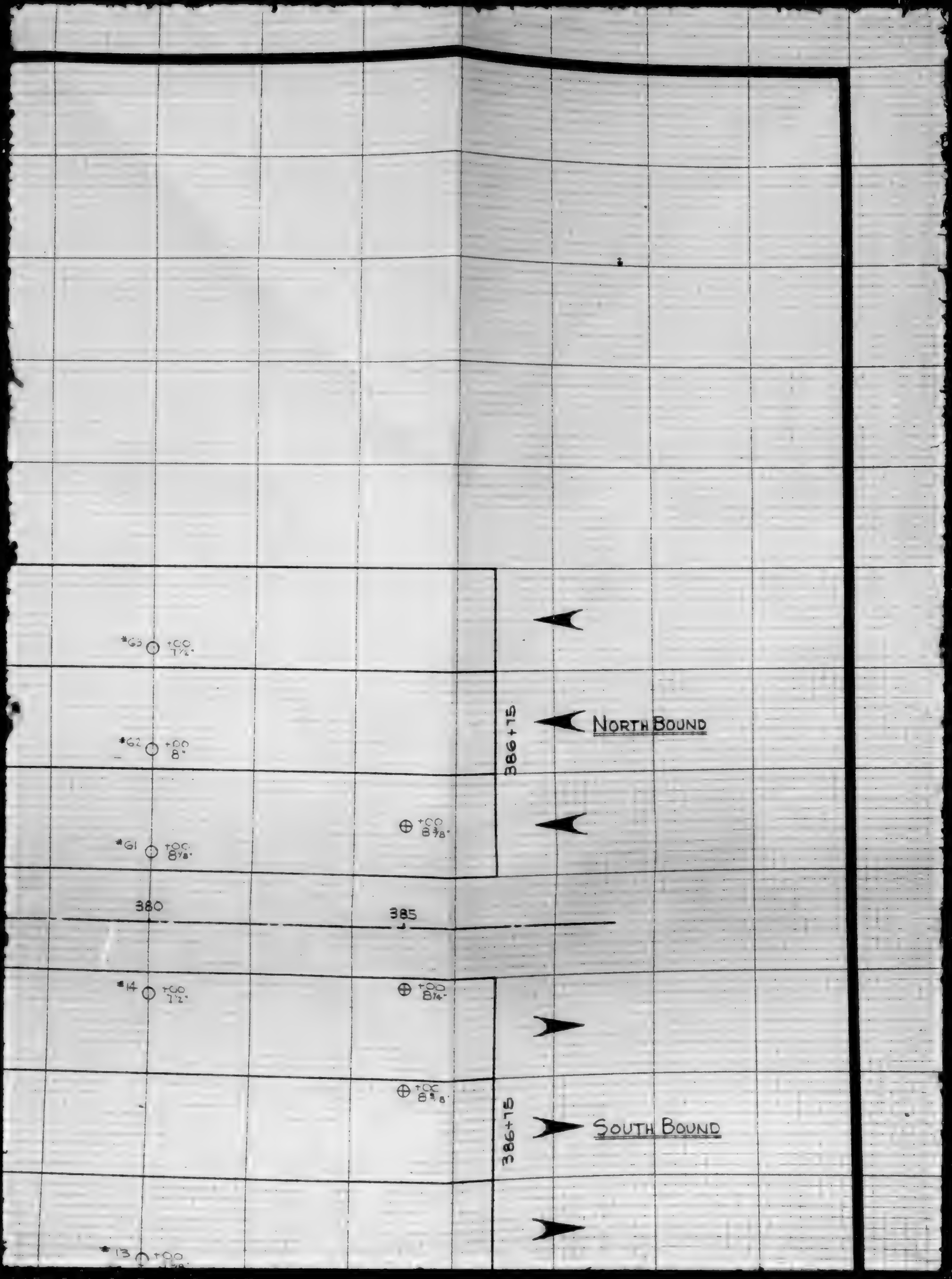
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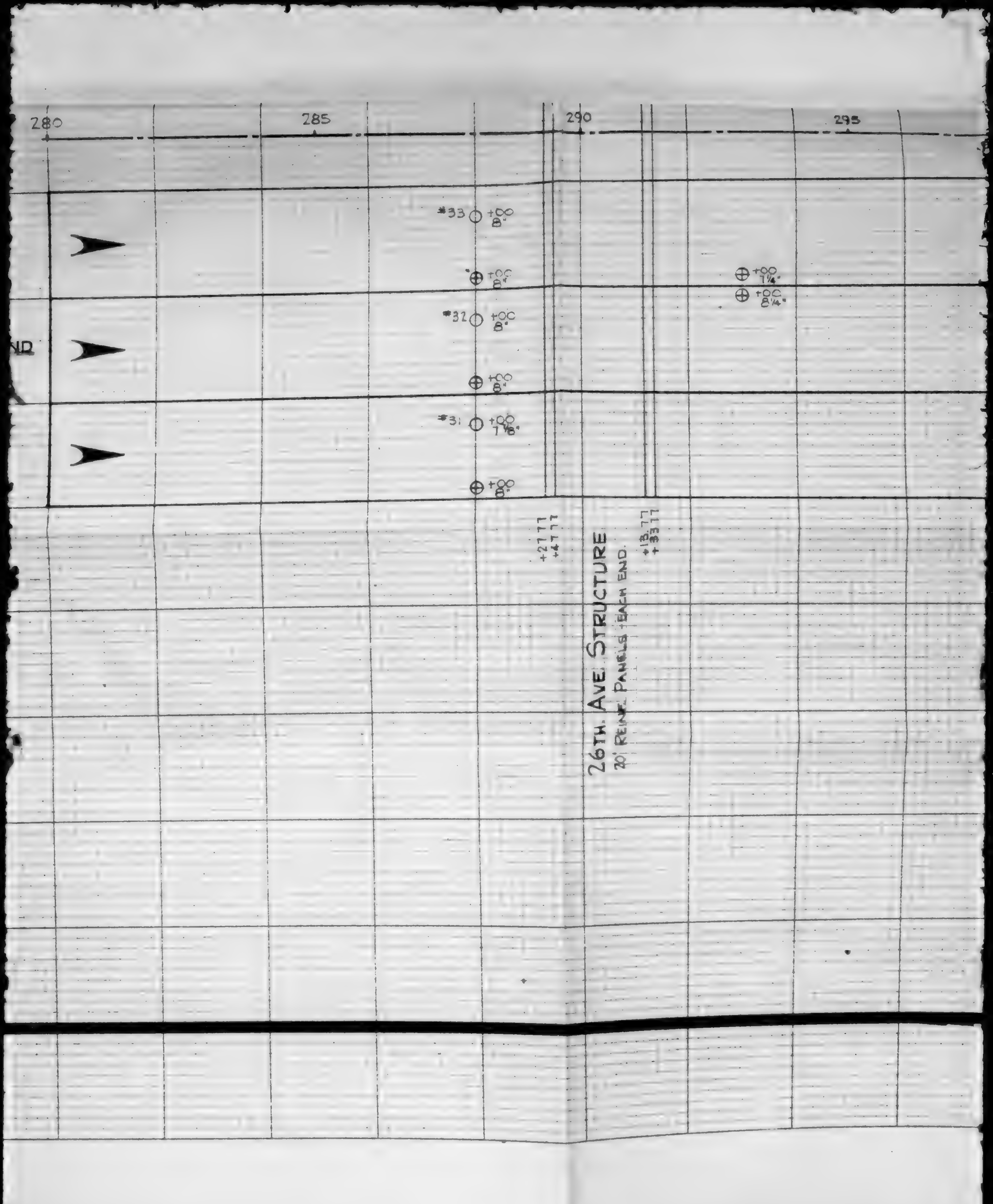
LEGEND

○ DENOTES CORE DRILLING

⊕ DENOTES 1" HOLE BORING IN PAVEMENT

(FURTHER INFORMATION
AVAILABLE ON MAP SHOWING POURS)

SOUTH BOUND



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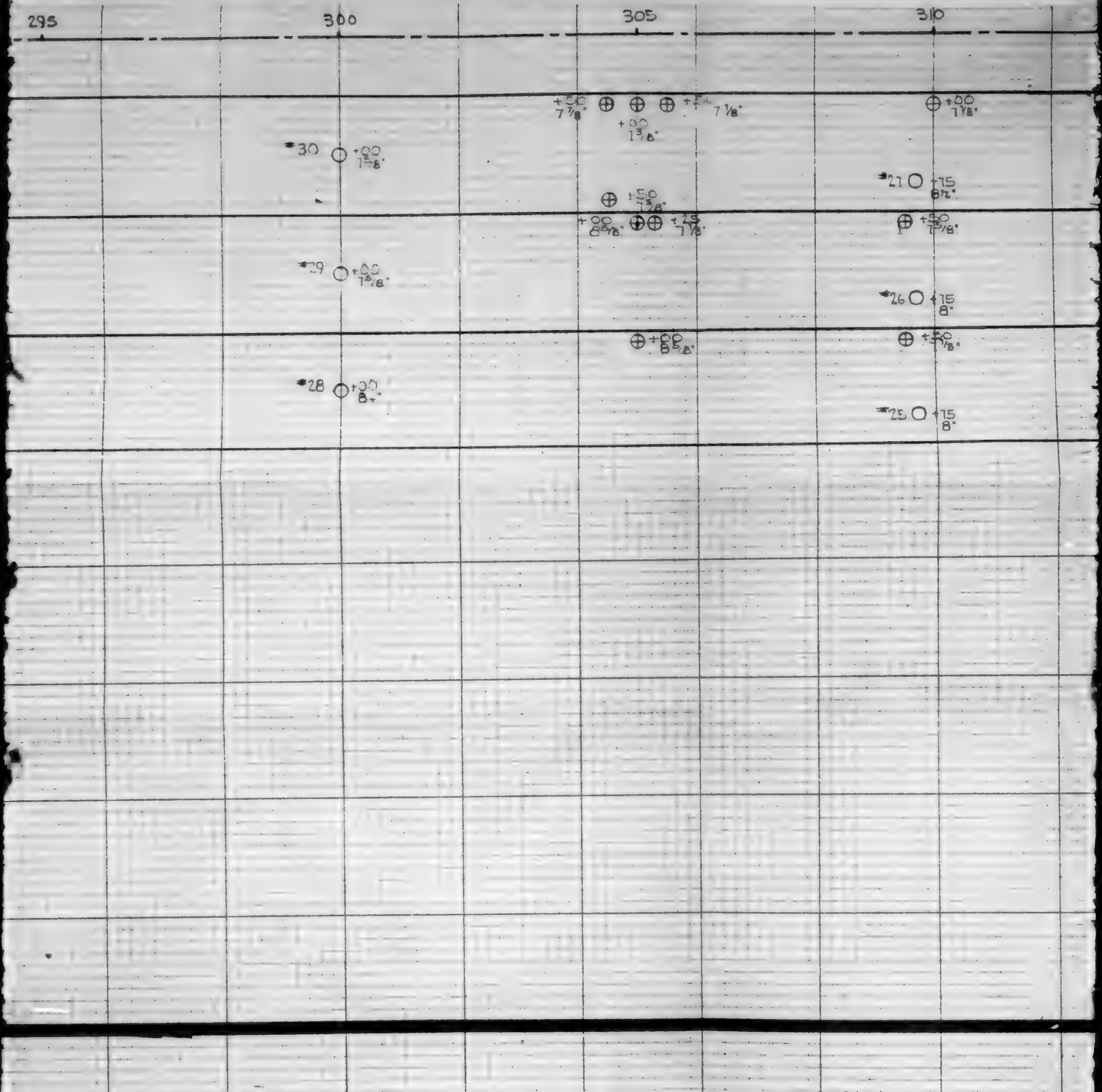
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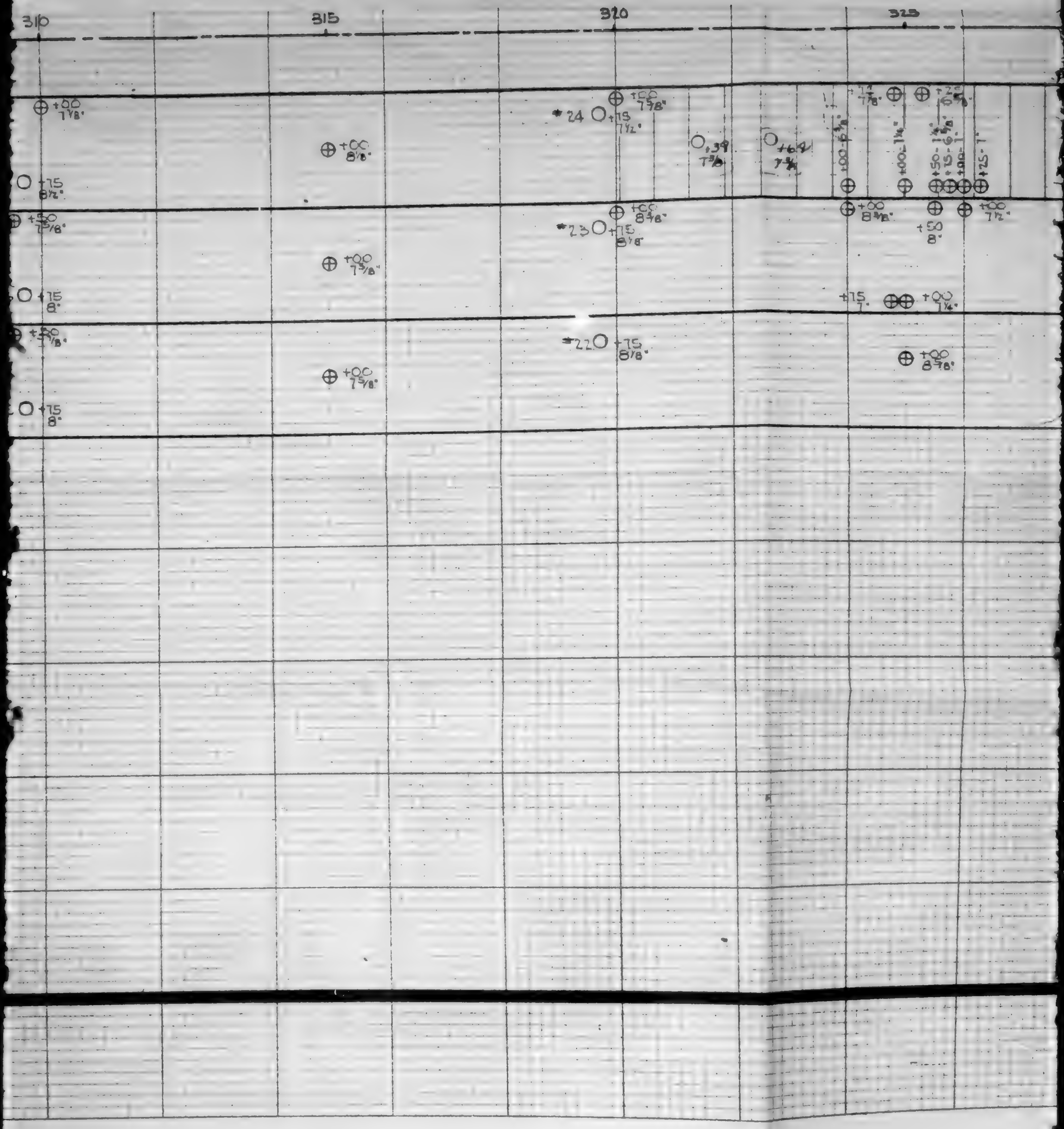
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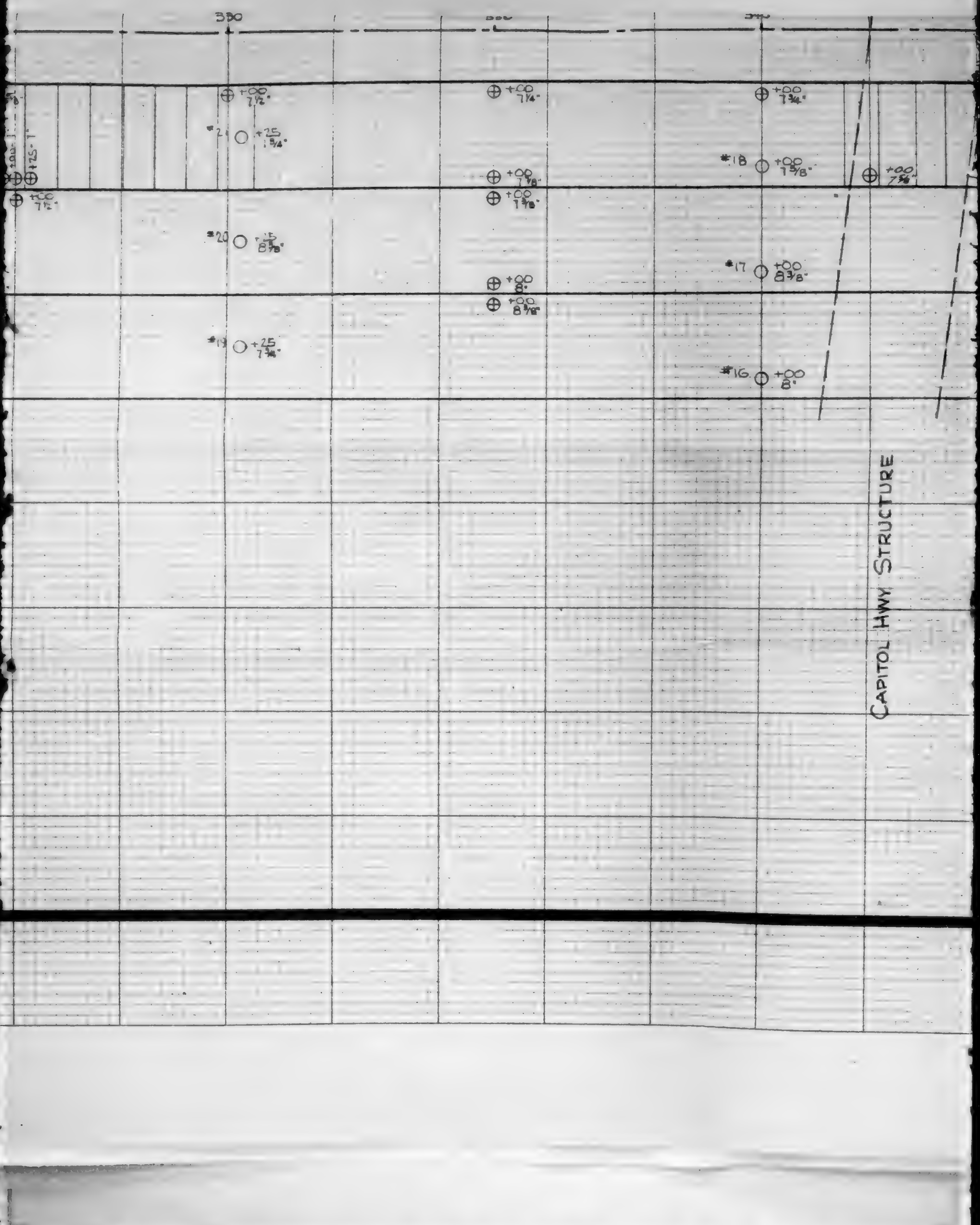
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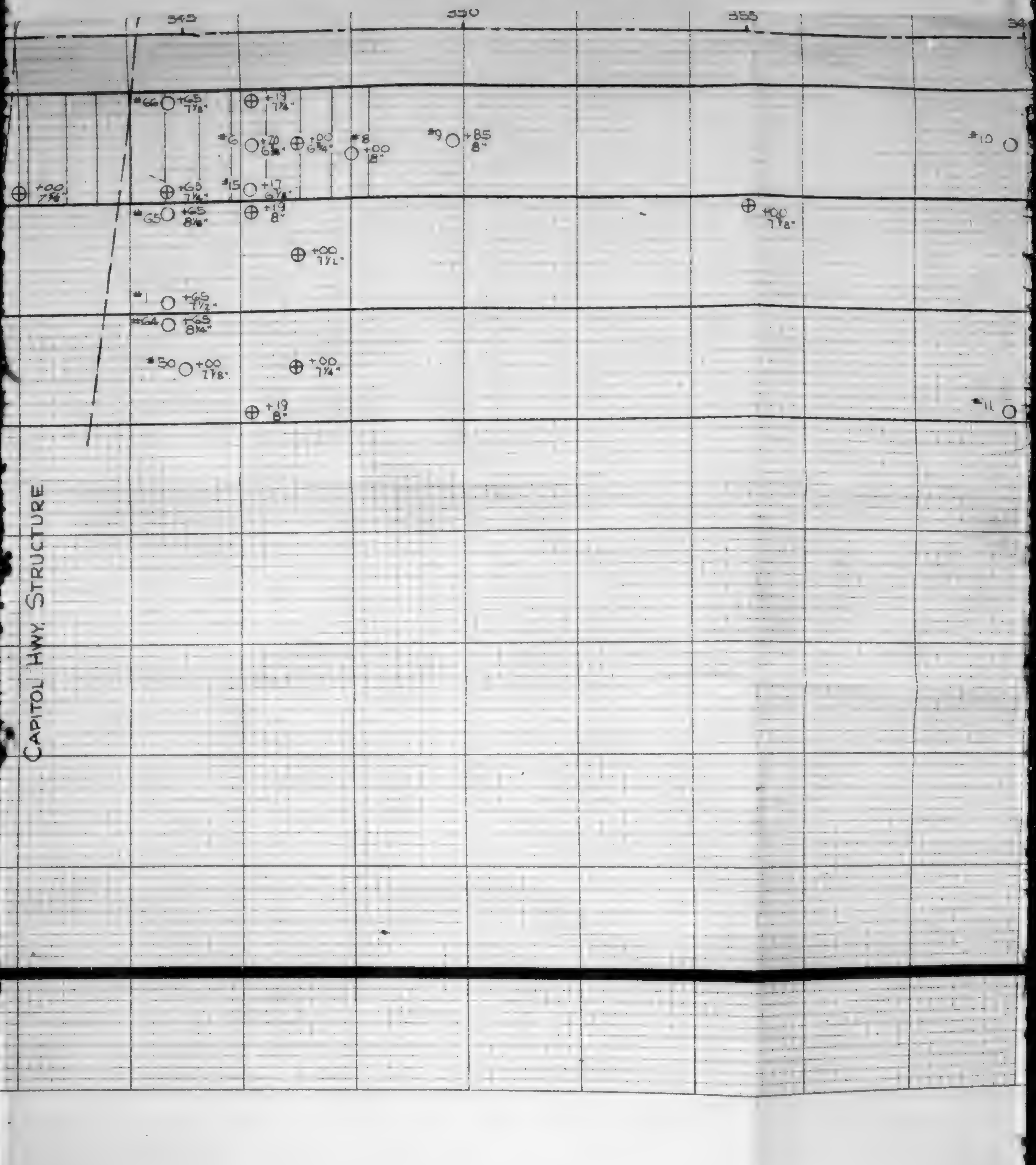
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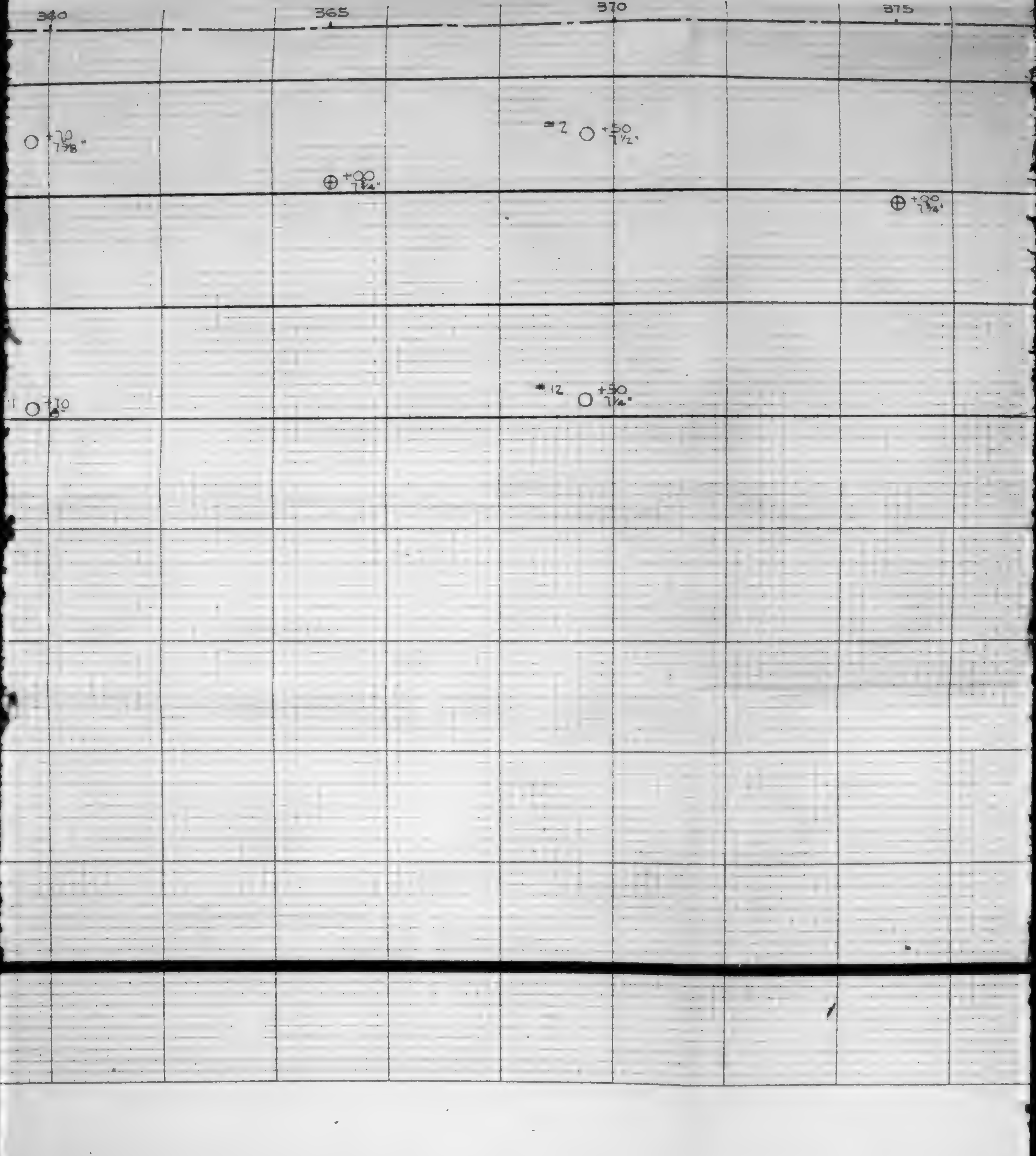
CAPITOL HWY. STRUCTURE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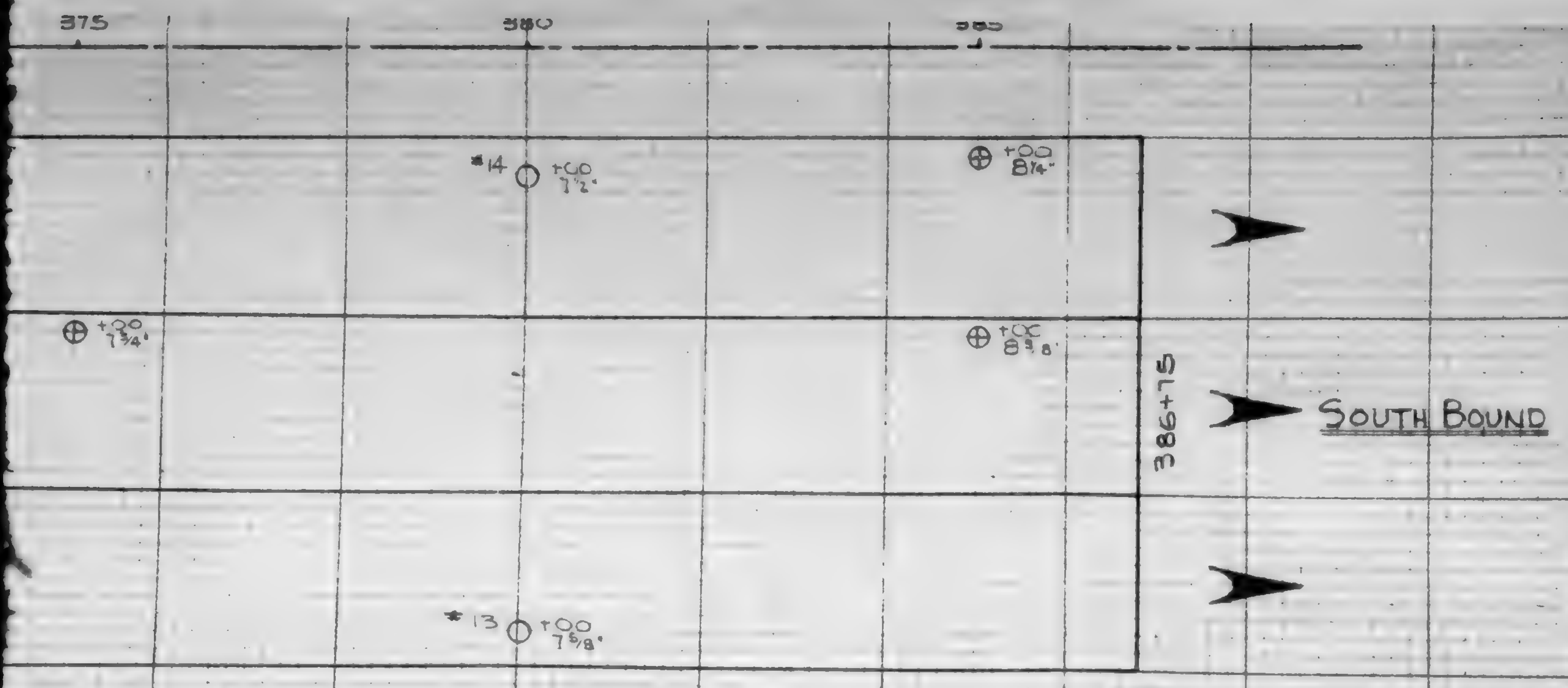
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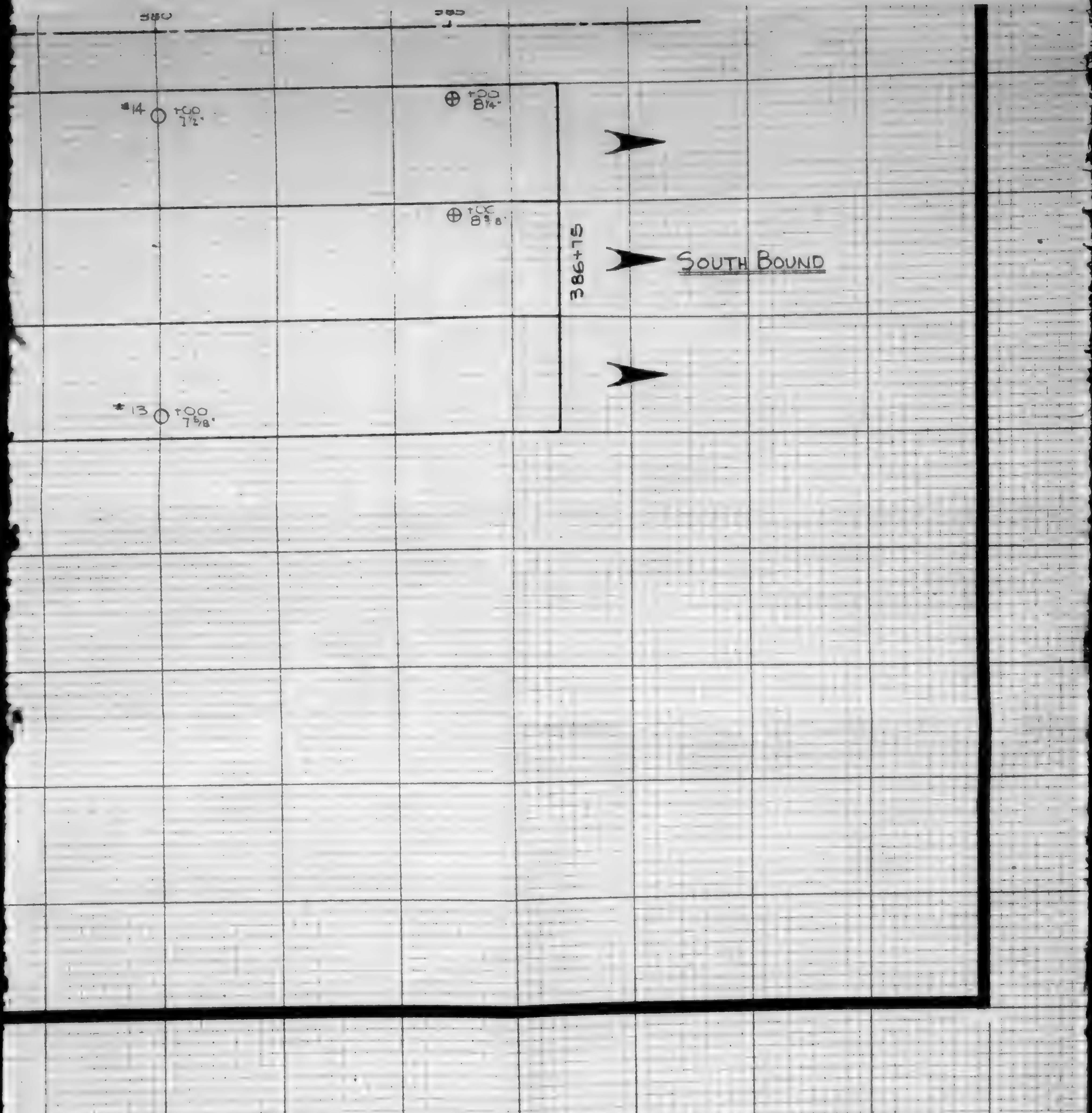
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SOUTH BOUND
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7⅝"

RECORD OF TEST CORES AND BORIN
S.W. 11TH TO TIGARD INTERCHANGE UN
PACIFIC HIGHWAY

CONTRACT 5385 PREFIX 626-1023

WM. E. MALTBY RES. ENGR.

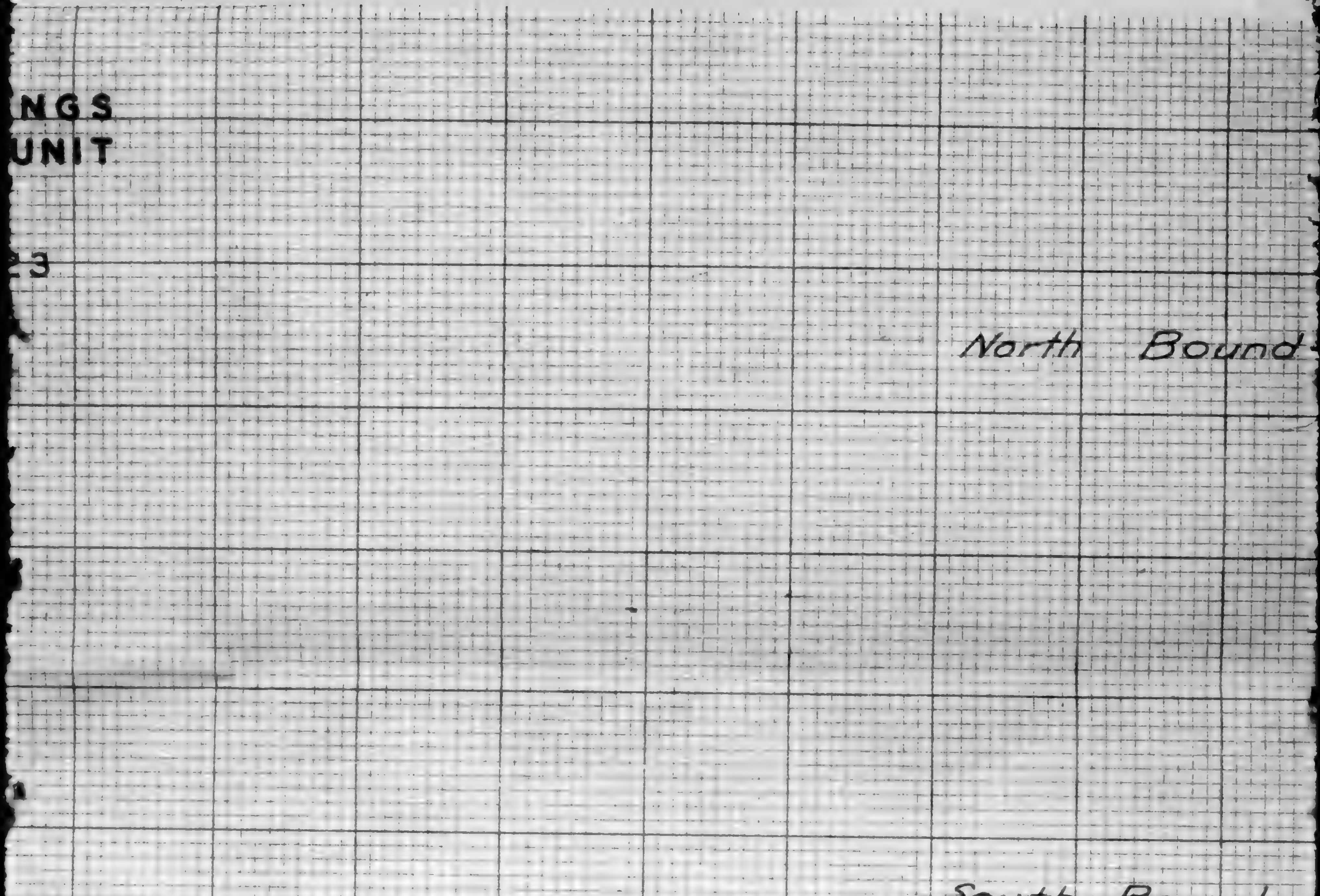
JULY 1961

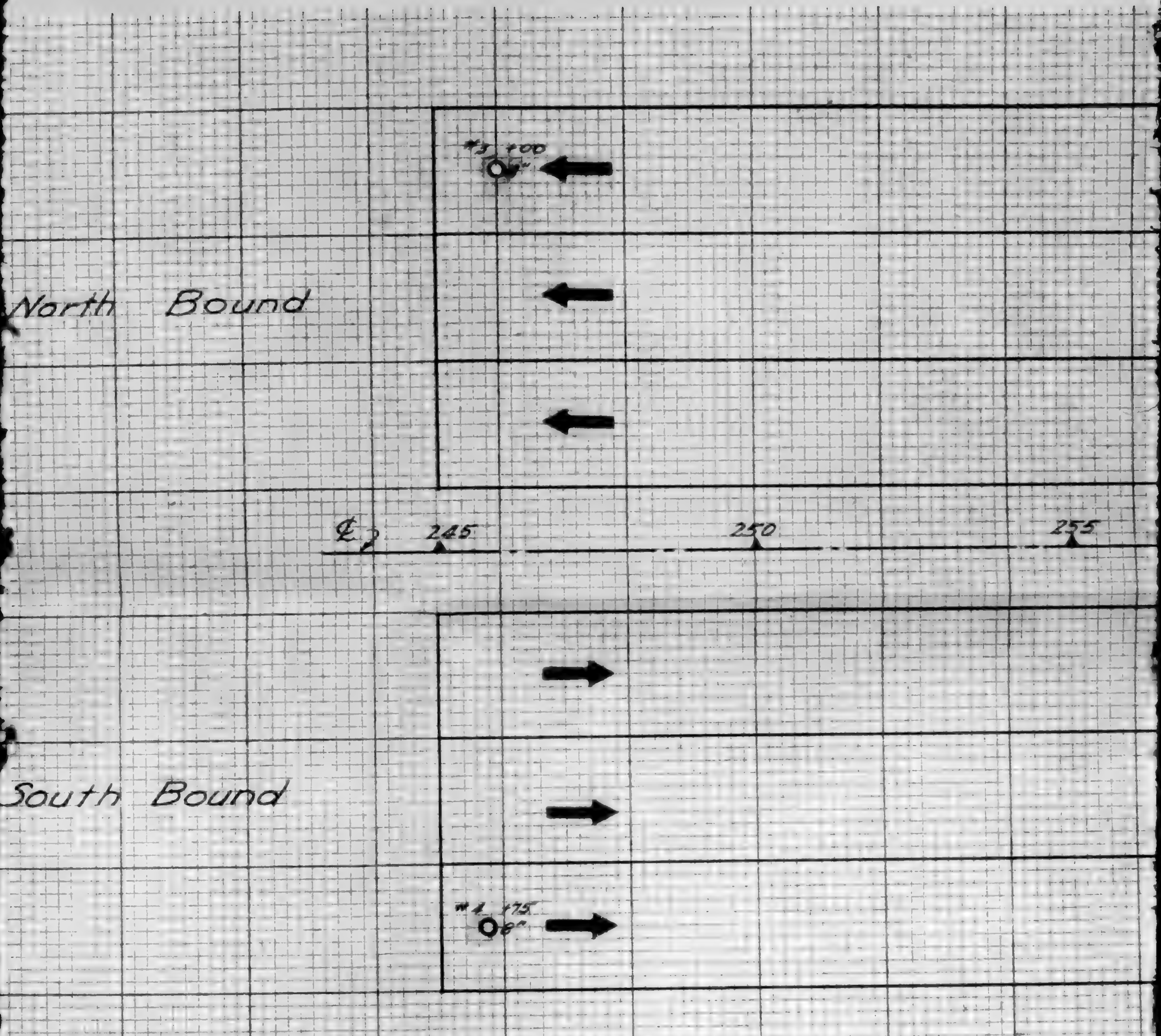
SCALE 1" = 200' HORIZ.

LEGEND

○ CORE DRILLING

⊕ 1" BORING


NGS
UNIT
23
North Bound
South Bound


#3 +00
North Bound
℄ 245
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South Bound
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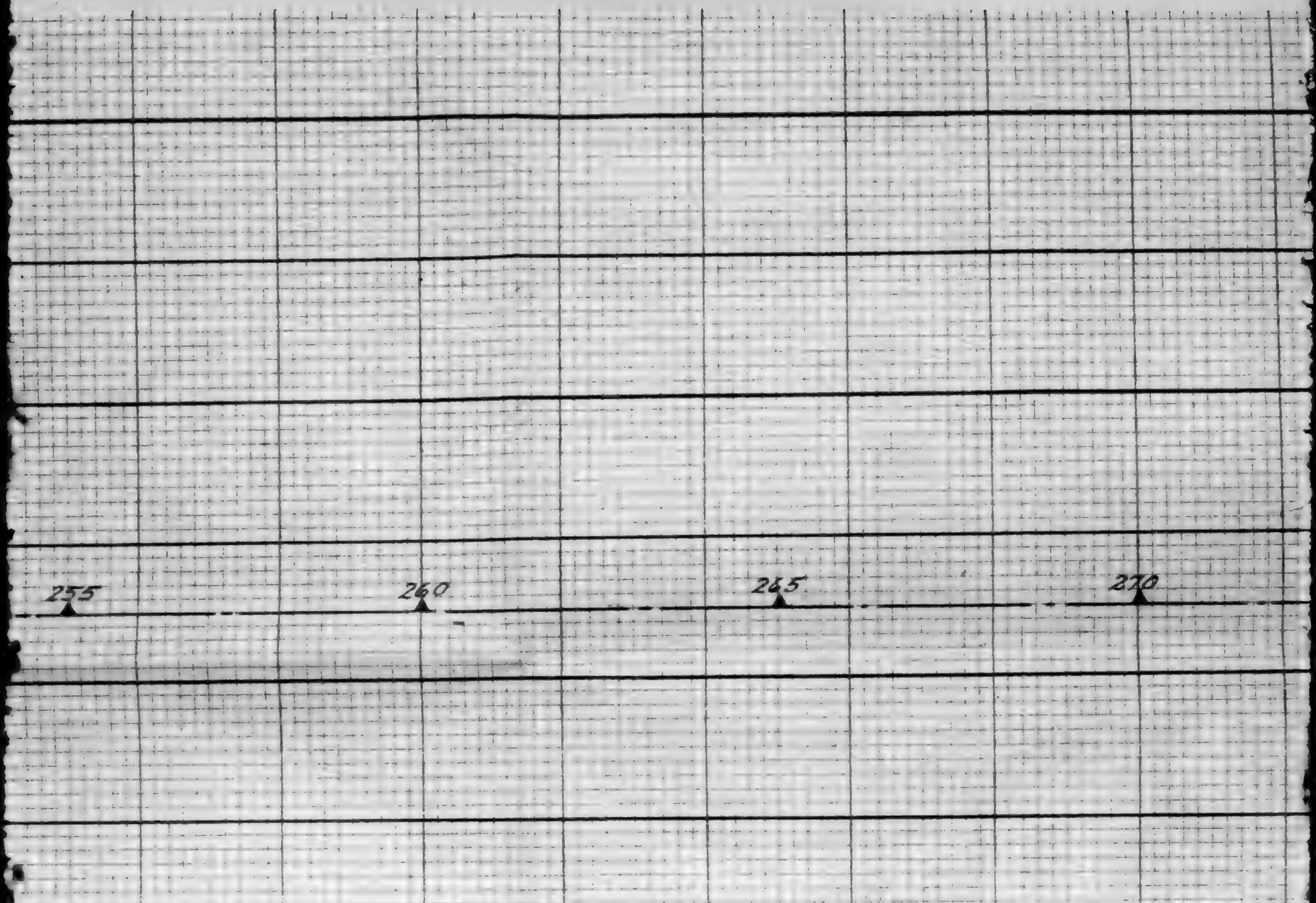
8"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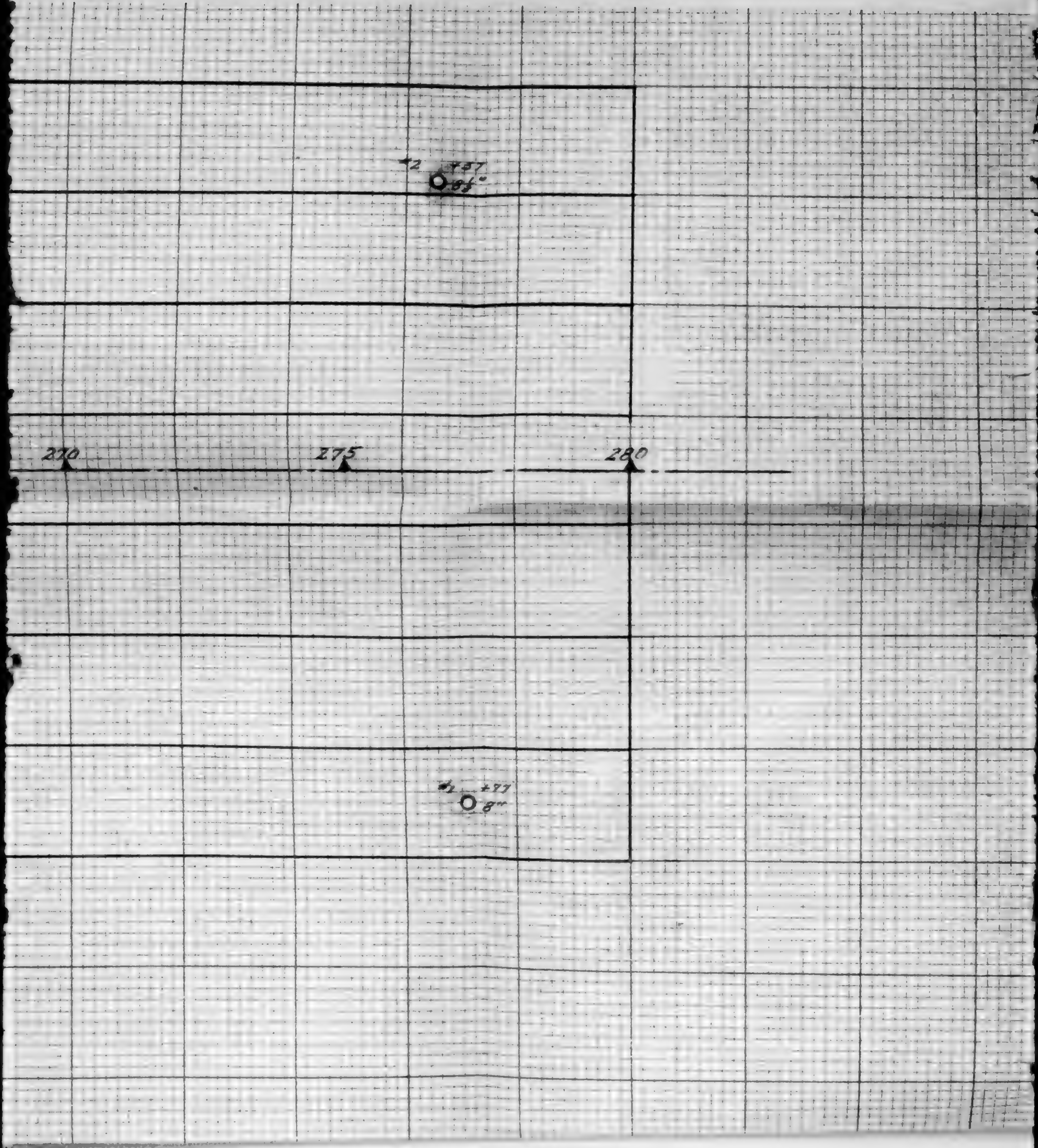
270


+2
+57
8.5'
270
275
280
+2
+77
8'

RECEIVED
JUN 22 1961
FOR FILING

9

477 Cottage Street, N.E.
Salem, Oregon

June 21, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. P. Hamilton, Utility Permit Engineer

C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

I-5-6(13)295
Harbor Drive-Washington Co. Line Section
Pacific Highway
Proposed Pipe Line Crossing at S.W. 26th Ave.

Your letter of June 19, 1961, requested that this office inform you if the proposed 21" sewer line crossing would meet with the Bureau's approval.

The proposal by the city of Portland to place a 21" sewer line under the newly completed portion of Pacific Highway appears to reflect the lack of advance planning by the city, otherwise provision for this installation would have been made prior to the construction of the freeway.

The plans for the proposed sewer line installation were reviewed in the field by engineers from this office. It is our opinion that the proposed line should be installed within the street limits of S.W. 26th Ave., thereby eliminating the need to tunnel under the highway fill of I-5 or Barbur Boulevard.

Due to the wet conditions encountered during the grading of this section of the Interstate project, we believe that breakage in the sewer line or damage to the fill during and subsequent to construction would be highly probable. Furthermore, ordinary tunneling would be extremely hazardous without tunnel liner plates.

Under the circumstances we prefer that the installation be made within the limits of S.W. 26th Ave. However, we would be willing to agree to the installation through the fill providing a casing is bored through the fill or tunnel liner plates are used as outlined in your letter.

Edwards

RECEIVED
JUN 12 1961
FOR FILING
I-5-6(13)295
5385

477 Cottage Street, N.E.
Salem, Oregon

June 9, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Order for Extra Work No. 12
S.W. 11th Ave.-Tigard Interchange Unit

We are returning herewith Extra Work Order No. 12 on Interstate Project I-5-6(13)295, Harbor Drive-Washington Co. Line, without approval. The order provides for Force Account in the amount of $3,000 for drainage correction.

We have inspected the conditions in the field and in our opinion the alledged flood damage was due to causes other than the highway construction and therefor we find no justification for approving Federal participation in the proposed work.

Attachments

Porter

RECEIVED
JUN 6 1961
FOR FILING

I-5-6(13)295

5385

June 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering the removal of unsuitable material in the subgrade on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

This work is necessary to establish a stable subgrade for the paving. The grading of this portion was done under a previous contract.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

M. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 6 1961
FOR FILING

I-5-6(13) 295

5385

June 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering the construction of a drain ditch and storm sewer on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

The existing drainage is not adequate to carry the accelerated run from S. W. 30th Avenue northerly due to construction of the Freeway. It is proposed to construct an additional drainage ditch and storm sewer as required to care for the excess water.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 1 1961
FOR FILING
I-5-6(13)295
VIRGIL LANGTRY
JUDGE
5295

I

CIRCUIT COURT OF OREGON
FOURTH JUDICIAL DISTRICT-DEPT. NO. 3
COUNTY COURT HOUSE
PORTLAND 4, OREGON

May 25, 1961

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Dutch:

Thank you very kindly for your attention to the drainage situation in the area of my home. I greatly appreciate yours and the department's attention to this matter.

With kindest personal regards, I am

Sincerely yours,

Virg

Virgil Langtry
Circuit Judge

VL:nt

RECEIVED
MAY 29 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

RECEIVED
MAY 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1961
FOR FILING

I-5-6(13)295

5395

May 24, 1961

Hon. Virgil Langtry
Circuit Judge
County Courthouse
Portland 4, Oregon

Dear Judge Langtry:

Further reference is made to your letter of May 9, as we have completed an investigation of the drainage situation to which you referred. Our investigation has brought out that the source of most of the water which is plaguing you is from the Barbur Boulevard area occasioned by the development of large paved areas which have reduced the time of concentration, which has the effect of creating a higher peak runoff.

We do not believe that on our freeway work we have done other than pass this water under the freeway. All of the water which falls on the freeway, with one small exception, is handled by an independent storm drainage system. However, we recognize that an undesirable situation exists here, through no fault of your own, and in view of the fact that we are utilizing this drainage system to dispose of water from one catch basin, we are making plans to intercept the flow from the 18-inch pipe coming under the freeway and to run it down the State right of way to Tryon Creek. This should satisfactorily solve the problem which you have brought to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

cc Forrest Cooper
Tom Edwards
R. L. Porter
Lloyd Shaw
James Don

Copy to PMS

RECEIVED
MAY 10 1961
FOR FILING

May 10, 1961

Hon. Virgil Langtry
Circuit Judge
County Courthouse
Portland 4, Oregon

Dear Judge Langtry:

In reply to your letter of May 9, I wish to assure you that we will make an immediate investigation of the drainage conditions as affecting your and your neighbor's residences. We will take such steps as are necessary to correct the conditions that may have been caused by the highway construction.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Forrest Cooper
P. M. Stephenson
L. H. Young

CIRCUIT COURT OF OREGON
FOURTH JUDICIAL DISTRICT-DEPT. NO. ~~X~~ 3
COUNTY COURT HOUSE
PORTLAND 4, OREGON

VIRGIL LANGTRY
JUDGE

May 9, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Dutch:

You may recall that my home is at 2715 S. W. Taylors Ferry Road, Portland, which is some 150 to 200 yards to the south of the new freeway as it crosses between S. W. 28th and 26th. For many years there were no drainage problems of any moment in my yard or that of my neighbors.

Beginning soon after the fill was placed over the existing contour of the ground for the freeway, we began to have severe difficulties at times of heavy rain. The water has run over my back yard and garden area three or four times since the fill has been in, whereas it never occurred before in the twelve years that I have lived there. The last two times this has occurred, and most particularly on Saturday, April 29th, while I was away from home, water coursed completely over and inundated the rear part of the lot of my neighbor immediately on the north, whose home faces westerly on S. W. 28th. It coursed over my garden area, carrying away several yards of garden soil and exposing the roots of two fruit trees. It coursed on over and on the back end of my neighbor's lot to the east, and carried away at least eight to ten yards of his garden soil. Whatever other damage it may have done, I don't know. My neighbor and I both worked the past weekend bringing in and filling in garden soil at the cost of much labor, and considerable money to my neighbor.

As the contour of this land previously existed, heavy rainfall would be carried off through rivulets and ditches that led to the branch of Tryon Creek which flows under S. W. 26th at Taylors Ferry Road. It moved mostly laterally to Barbur Boulevard, and material parts of it did not go under S. W. 28th at the culvert where it now comes. This culvert is located at about the north lot line of my northerly neighbor. Apparently, adequate ditching was not done to dispose of this water, and now it all pours through this culvert, and the ditch on the downhill side of the culvert cannot handle it and the overflow, so that it courses over our property as described above.

Inasmuch as it is apparent that the construction of the freeway by the Highway Department has brought about this state of affairs, I am requesting that the Highway Department do something about the ditching so that we will not suffer further damage.

Very truly yours,

Virg

Virgil Langtry
Circuit Judge

VL:nt

cc. Public Works Department
City of Portland

cc. Multnomah County Road Department

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1961
FORM E-30X ROM 2-60 26119
FOR FILING

I-5-6(13) [illegible]
W. C. WILLIAMS
5344

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 18, 1961

To:
Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

SUBJECT: S.W. 11th Ave.-Tigard Interchange
Unit
Pacific Freeway
Contract #5385
Prefix: 626-1023

With reference to the Construction Division assignment No. 447Y, a sketch map showing original contours and location of the Baldock Freeway and a profile of proposed additional drainage facilities are sent to you herewith. The sketch map shows contours taken from a map prepared by or for the City of Portland. The elevations of the contours shown are not to my recollection exactly in accord with our datum. However, they do indicate drainage areas involved in the complaint referred to in your assignment.

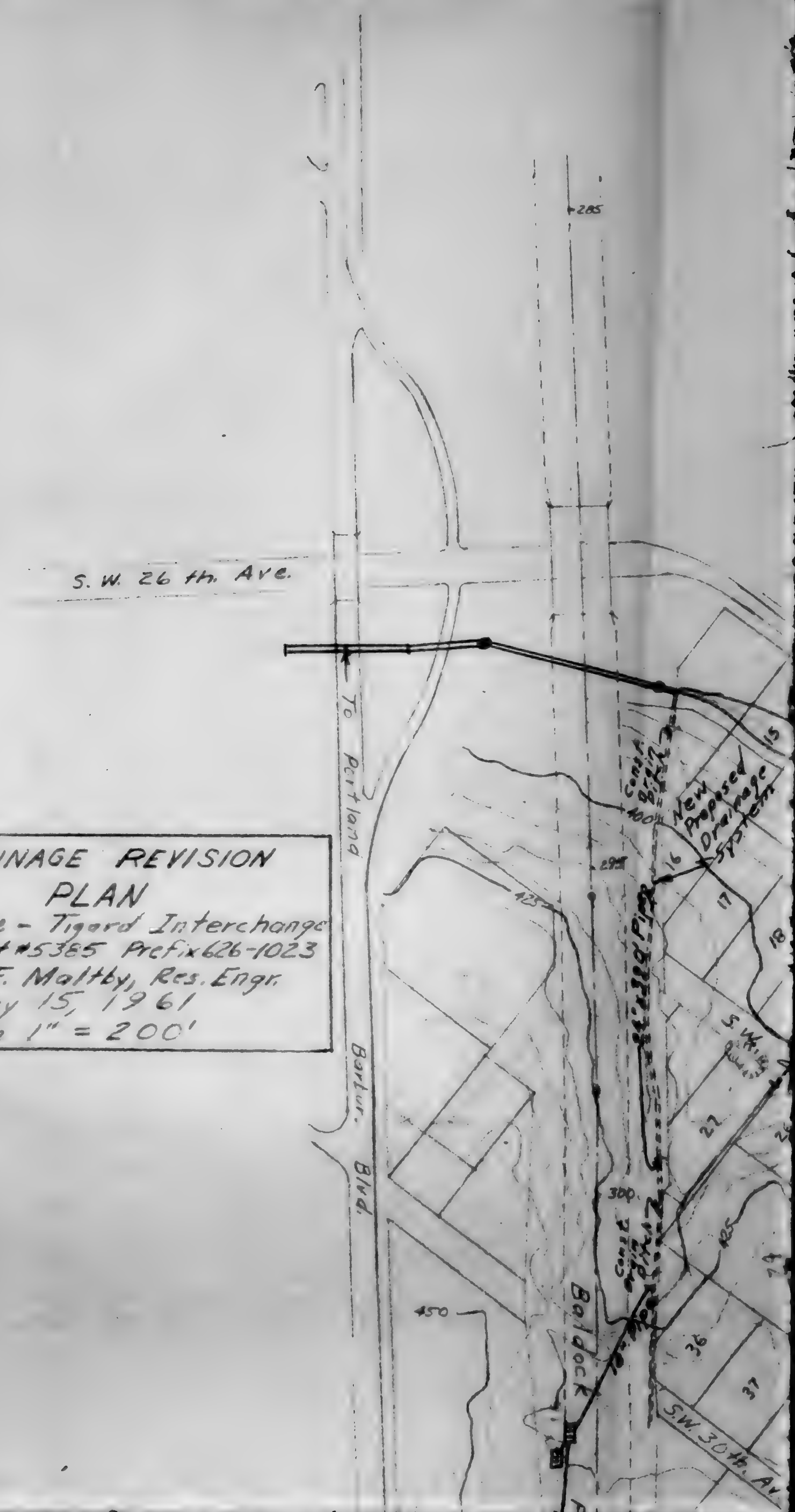
It appears that the freeway has deleted approximately one acre of drainage area from that originally affecting Judge Langtry and his unnamed neighbor but that approximately one-quarter acre of the area not deleted has been speeded up as to run-off. In my opinion, this has had negligible effect upon the drainage at the rear of the Langtry property.

A more likely source of difficulty as far as additional water is concerned arises from commercial development adjacent to Barbur Boulevard which is carried into the open drainage system between S. W. 30th and S. W. 26th Avenues. I believe we have no reason to consider compensation to property owners in this district or to install further drainage facilities insofar as normal legal and engineering considerations are involved. However, if it is necessary to take some steps to relieve the existing difficulty adjacent to and on the Langtry property a combination ditch and pipe installation on our right of way from approximately Station 302 eastward to a connection with the Tryon Creek open sewer is presented in profile on the accompanying profile and typical section. The use of 24" pipe is to preserve 2:1 or flatter slopes adjacent to the freeway where the ditch section proposed would infringe upon those slopes. The cost of this installation based on an Extra Work Order type operation is estimated at $3,000.

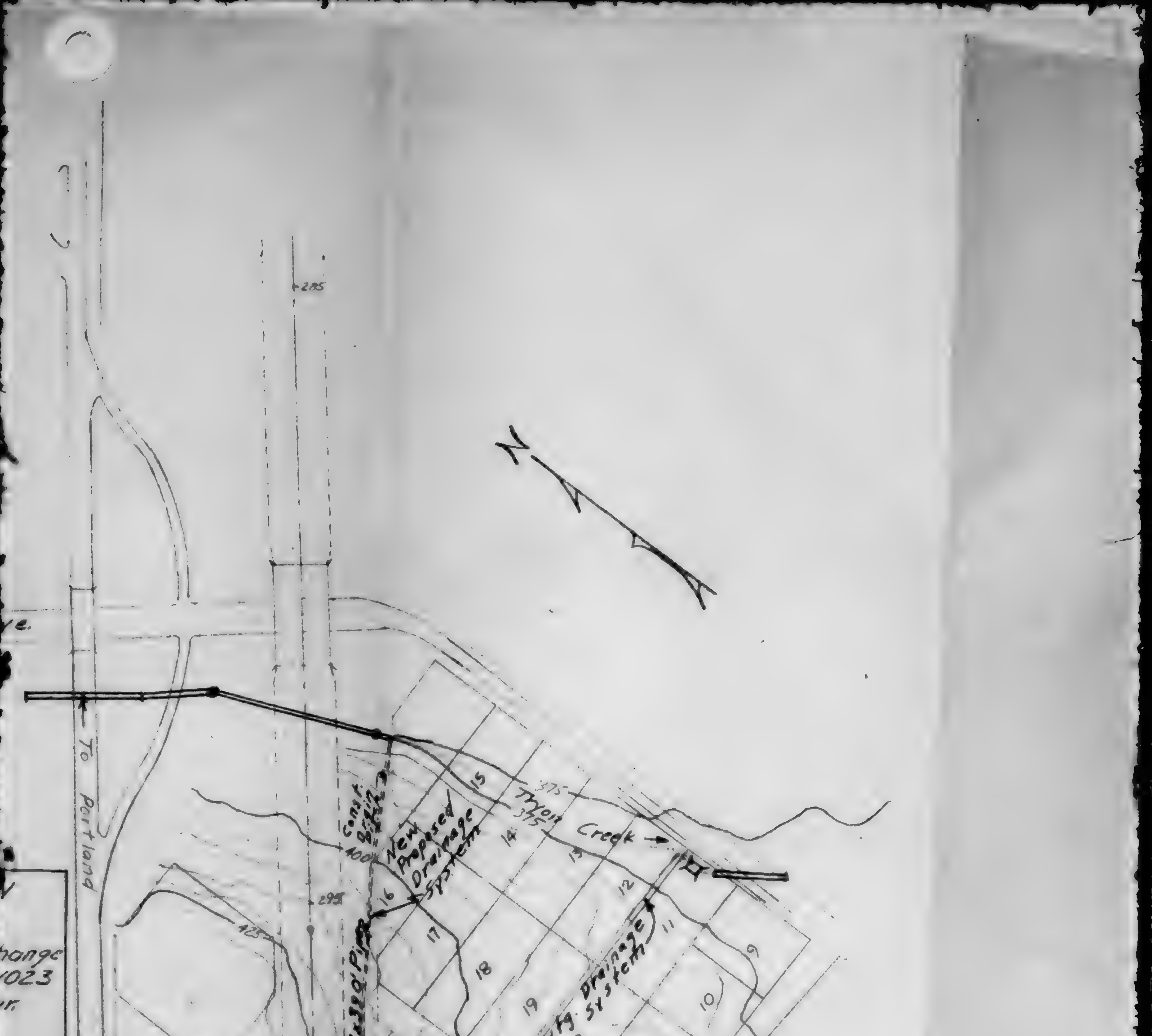
Lloyd P. Shaw
Metropolitan Engineer

LPS/lh
Encl.
cc: W. C. Williams
Wm. Maltby

RECEIVED
MAY 22 1961
OREGON
STATE HIGHWAY C


S. W. 26 th. Ave.
285
To Portland
Barbur Blvd.
Const. Drain Ditch
400
New Proposed Drainage System
15
16
17
18
295
425
Perforated Pipe
S.W.
22
26
300
Const. Drain Ditch
425
24
450
Baldock
36
37
S.W. 30th. Av.

DRAINAGE REVISION
PLAN
11 th. Ave - Tigard Interchange
Contract #5385 Prefix 626-1023
W. E. Maltby, Res. Engr.
May 15, 1961
Scale 1" = 200'

N
285
295
300
308
ve.
To Portland
Barbur Blvd.
hange
/1023
r.
Const. 8' Drain
New Proposed Drainage System
42"x380' Pipe
Tryon Creek
375
375
400
425
450
15
14
13
12
11
10
9
16
17
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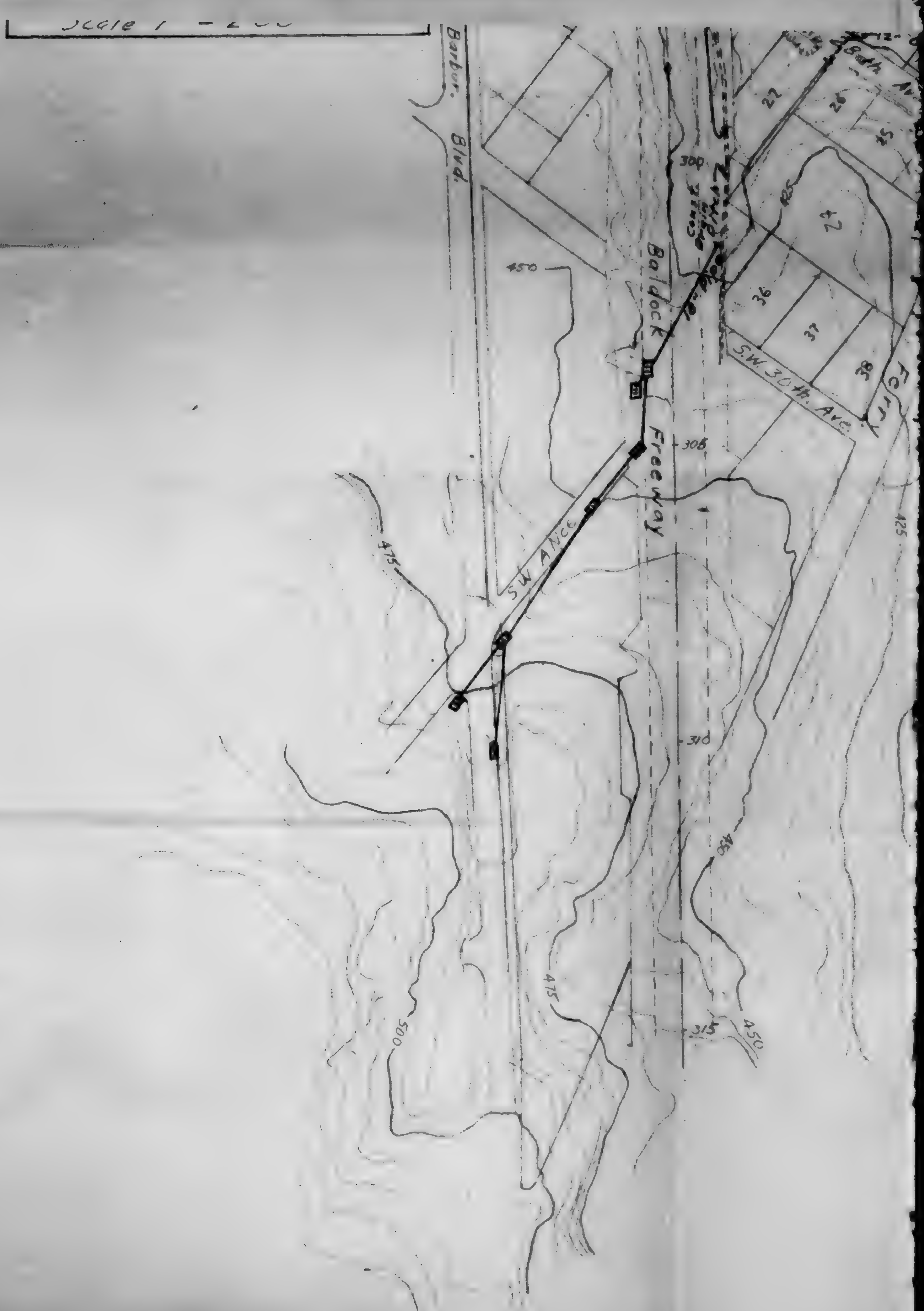
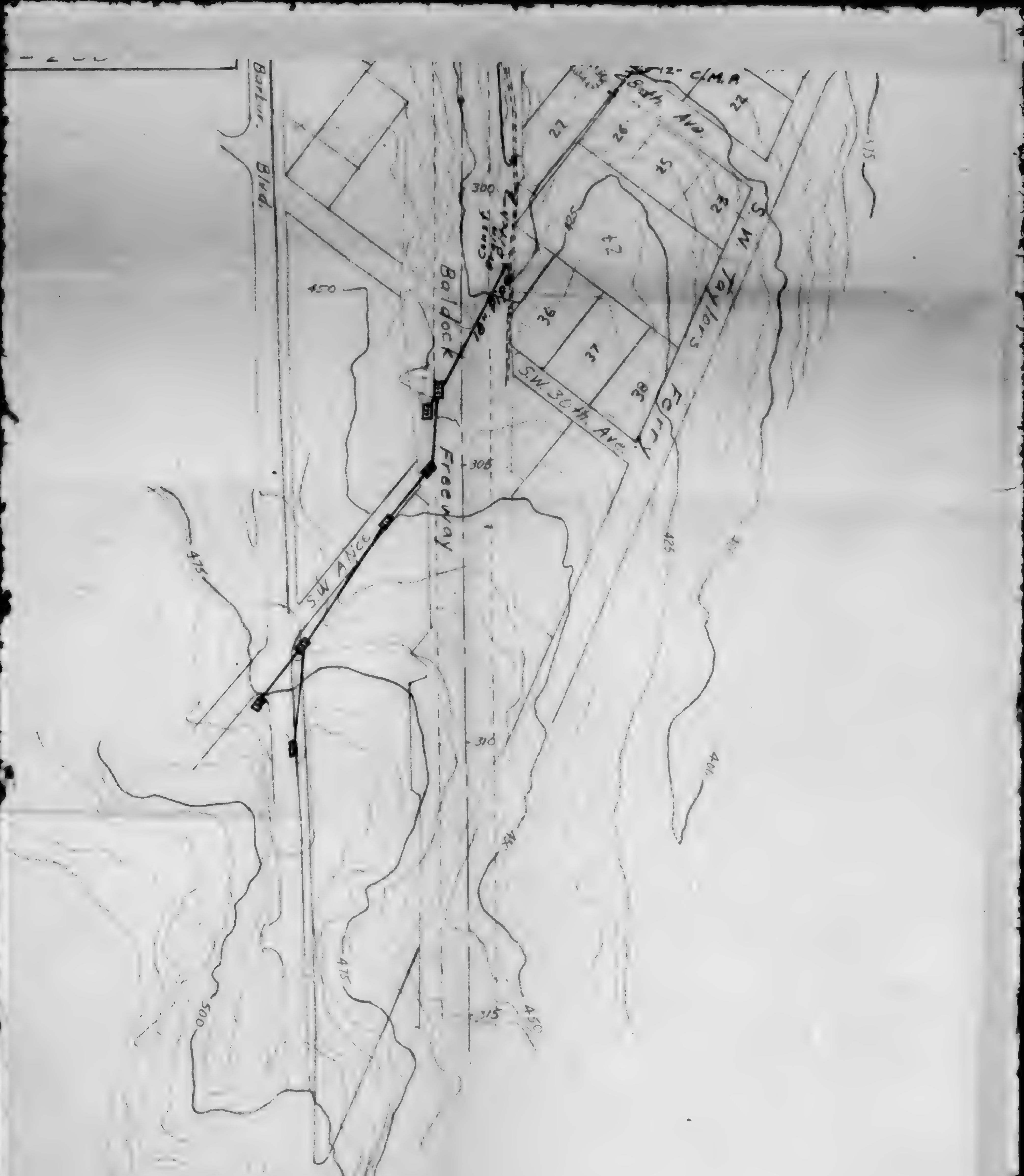
37
38
Extg. Drainage System
12" C.M.P.
S.W. 30th Ave.
S.W. Taylors Ferry
Baldock Fre
12" Pipe
Const. 8' Drain


Scale 1 - 200
Barbur Blvd.
Baldock Freeway
S.W. Alice
S.W. 30th. Ave.
Ferry
28th Av
22
26
25
24
36
37
38
300
305
310
315
425
450
475
500
Const.

Barbur Blvd.
Baldock Freeway
SW Taylors Ferry
S.W. 30th Ave.
30th Ave.
S.W. Ance
12- C/M.A
Const. Diversion
18" Pipe
22
26
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300
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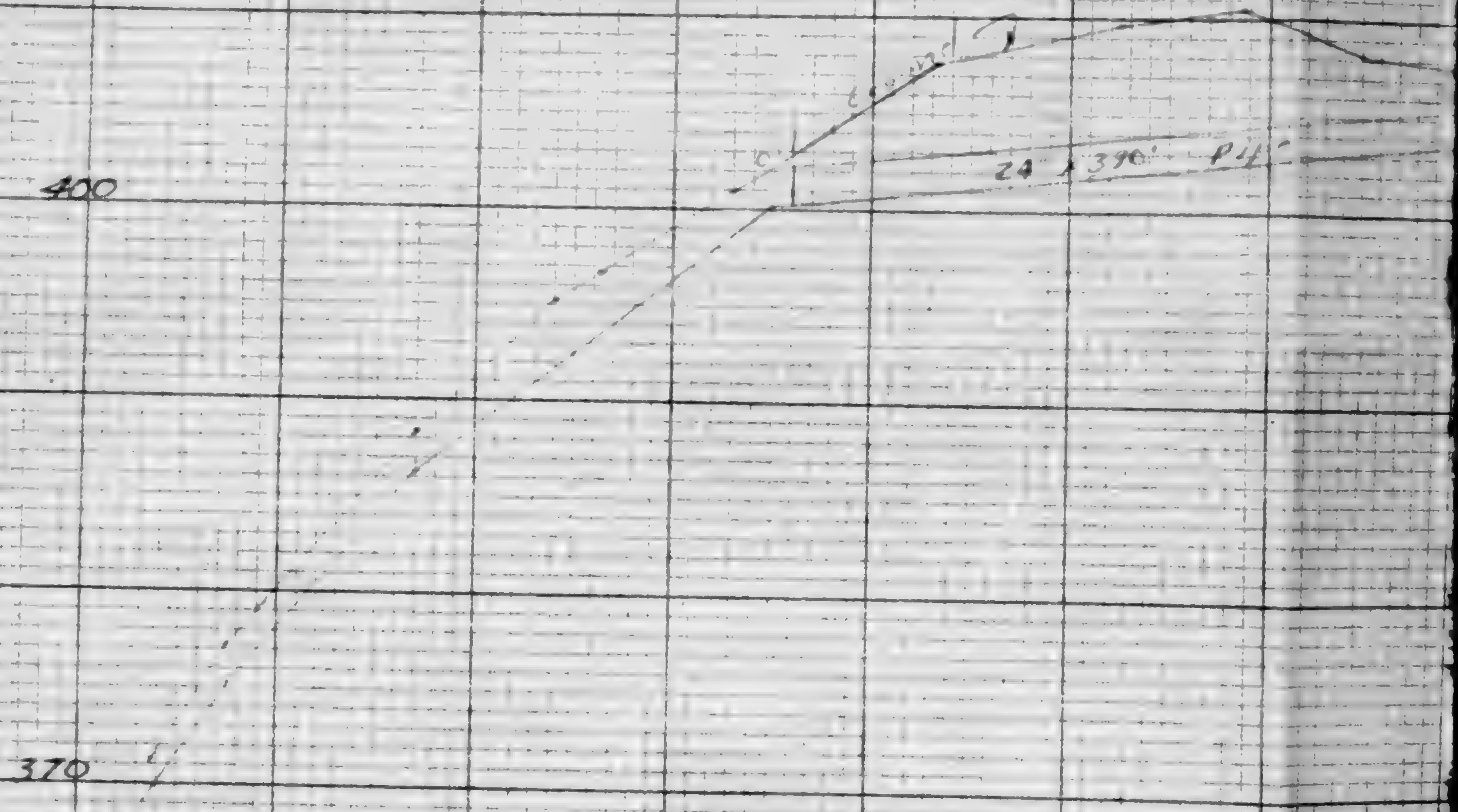
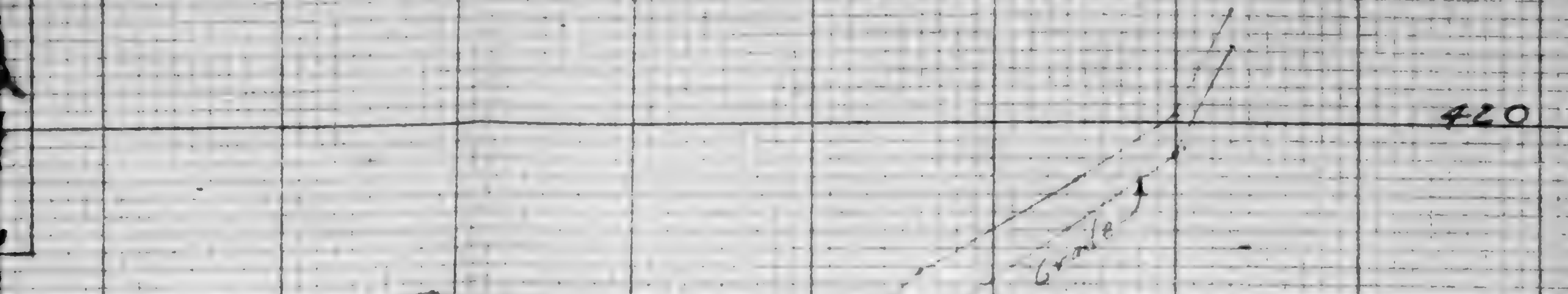
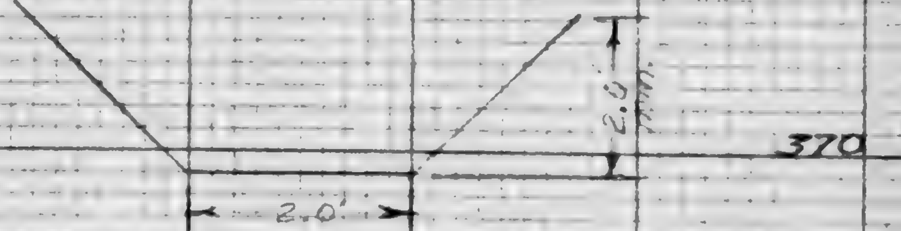
310
315
325
400
425
450
475
500

Drainage Revision
PROFILE
11 th. Ave - Tigard Interchange
Contract #5385 Prefix 626-1023
W.E. Maltby, Res. Engr.
May 15, 1961
Scale 1" = 100' Horiz.
10' Vert.




Ground
24 x 340' Pipe
Ditch Bt. Grade
420
400

Typical Section


2.0' min.
2.0'
370

Ditch Section

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MAY 19 1961
FORM E-30X 5CM 2-60 26119

FOR FILING

I-5-6(13)295

5385

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1961

SUBJECT: S.W. 11th Ave.-Tigard Interchange
Pacific Freeway
Contract No. 5385

To:

Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

You will recall that we recently discussed at some length a basis for adjustment in payment for the deficient pavement occurring on the subject named section of highway.

In this connection, I attach hereto a suggested basis of adjustment which has been concurred in by the Bureau of Public Roads and approved by Mr. Edwards with the following reservation: That the adjustment shall be made using the total square yards of concrete on the project to determine average thickness rather than just the portion paved as of this date.

This will, of course require that tests be made on the paving necessary to complete the project and entered into the calculations.

When the paving has been completed, you should have a meeting with the contractor with a view to making a settlement on the basis outlined. The agreement arrived at should be verified by executed Price Agreements. Mr. Klaboe will represent this office in such a meeting.

Please proceed accordingly.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper
R. L. Porter

NOTED

RECEIVED

EXPLORATORY BASIS OF ADJUSTMENT FOR THE DEFICIENCY OF PAVEMENT THICKNESS

S.W. 11TH AVE.-TIGARD INTERCHANGE
CONTRACT NO. 5385

BASIC ASSUMPTIONS:

1. Pavement more than 10 per cent deficient in thickness not to be paid for or removed and paid for once. This premise rejects all pavement less than 7¼ inch.

2. Payment for pavement in excess of 7¼ inch thickness to be paid for on ratio of square average depth to square of specified depth applied to price per square yard. This method is in accordance with A.A.S.H.O. specs and Bureau of Public Roads specs for adjustment. No thickness over 8¼ inches is used in calculations to obtain average thickness on the theory that said additional thickness has no particular benefit.

With the above basic assumptions, field measurements and computations result in the following:

Total Pavement Placed to date (12' lanes) 62,821 or	83,761 Sq. Yd.
Pavement deficient in excess of 10% is 910 Lin. Ft. or	1,213 Sq. Yd.
Pavement within acceptable range 61,911 Lin. Ft. or	82,548 Sq. Yd.
Average thickness of pavement in acceptable range	7.82173 inch
Bid Price Per Sq. Yds. $3.60	

Ratio applied to bid price $\frac{(7.82173)^2}{(8)^2} \times 3.60 = \frac{61.18}{64} \times 3.60 = 3.4413$

82,548 Sq. Yd. X 0.1587 = 13,100.37 penalty

Value of Pavement deficient in excess of 10%
1,213 X 3.60 = 4,366.80

Total penalty $17,467.17

The total penalty would be as above for that pavement poured to date.

RECEIVED
APR 25 1961
FOR FILING

I-5-6(13)295
5385

April 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the installation of 6" perforated metal pipe on the 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

The pavement placed last season was placed without drains, and a number of wet spots have developed. Cross drains were provided on an adjacent contract and this trouble has not shown.

It is proposed to install 6" perforated pipe cross drains on the unpaved portion of this section to prevent further failure. This has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
JAN 31 1961
FOR FILING

I-5-6(13)295

5345

January 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the State's share of flagging costs on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 5 - 1960
FOR FILING
[illegible]
5385

December 2, 1960

The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim, in the amount of $3,737.18, which has been filed with the Secretary of State by R. M. Wade and Company for materials furnished to Vern Hoaglin Construction Company, subcontractor for Peter Kiewit Sons' Company.

This appears to be in connection with Peter Kiewit Sons' Company Contract 5385 for paving the S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section on the Pacific Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:

CWH:rj

cc: H. A. Peterson, Yeon Building, Portland 4
Peter Kiewit Sons' Company, 215 So. V Street, Vancouver, Wash.

Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

November 30, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Howard J. Booth, Credit Manager, R. M. Wade & Co., 1919 N. W. Thurman Street, Portland 9, Oregon and filed as of this date, a notice of claim by same for fencing, wire and posts, in the sum of $3,737.18 against the bond executed by Peter Kiewit Sons' Co., principal and unknown surety, for the work on Oregon State Highway Contract #5385.

We are ecnlosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
DEC - 2 1960
OREGON
STATE HIGHWAY COMMISSION

WADE NEWBEGIN
President and
General Manager
H. B. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

R.M. WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7363

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

November 29, 1960

Secretary of State
Salem, Oregon

Gentlemen:

Re Gen. Cont. Peter Kiewit Sons' Co.
Sub-Cont. Vern Hoaglin Const. Co.
Bonding Co. not known
Cont. # Oregon State # 5385

"To the State of Oregon":

"Notice is hereby given that the undersigned, R. M. Wade & Co. has a claim for fencing, wire and posts, in the sum of $3,737.18 Dollars against the bond executed by Peter Kiewit Sons' Co., as principal and not known, as surety, for the work on Oregon State Highway contract # 5385.

R. M. Wade & Co.

By Howard J. Booth
Credit Manager

CC; Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington
Vern Hoaglin Const. Co.
228 N. W. Cedar
Beaverton, Oregon
United Pacific Ins. Co.
1975 S. W. 5th Ave.
Portland, Oregon

File #3732

FILED
NOV 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

Subscribed and Sworn to before me this 29th day of November, 1960.

Notary Public in and for the
State of Oregon, residing at
Portland, Ore.

My Commission Expires July 11, 1961

RECEIVED
NOV 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 11 1960
FOR FILING

7

October 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the correction of drainage on the S.W. 11th Ave.-Tigard Interchange Unit, Harbor Driver-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5365, in connection with Federal Aid Project No. I-5-6(13)295.

This work is necessary to correct drainage items not anticipated under the grading contract.

Seepage from the banks in many places has softened the shoulders, and in some places drainage runs down the cut slopes from points outside the right of way. These developed too late in the previous contracts to get them corrected without undue delay to the paving contractor. The work is as follows:

At 14th and Multnomah Boulevard, lay 60 ft. 12-inch pipe and open 200 feet of ditch. Existing pipe is inoperative, and drainage down 14th runs onto highway.

At Hume Court south of 17th Avenue, install a catch inlet at top of slope and one at bottom with connecting pipes. Drainage from Hume Court and Capitol Hill school grounds runs down cut slope between inlets.

Between 19th and Spring Garden structures, install 200 feet of perforated drain and plug sewer outlet. Slopes are wet and keep the shoulder soft. There is an open septic tank drain to be plugged. We appear to have no right of way obligation with respect to this drain.

Between Spring Garden structure and present end of concrete pavement, install an additional catch inlet, together with 130 feet of outlet pipe and 150 feet of perforated drain tile; also, 180 feet of 10-inch pipe to put 20th and Spring Garden drainage into storm sewer. Slopes and grade are wet. Existing inlet is not at low point due to a change in grade.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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FOR FILING

1-5 6(13)295

5385

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the reconstruction of manholes on the S.W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R.H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

The manhole at Station "A" 338+00 was constructed under a previous contract. The surfacing depth has been revised under the paving contract and revision of the manhole is necessary.

The missing lids, grates and ring must be replaced to close the manholes and inlets for safety. They were installed under a previous contract.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

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[illegible]

August 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering placing soil sterilant under AC pavement on the S.W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

Berm areas have been exposed to weed and grass seed for two summers. It is proposed to have the contractor place a soil sterilant on these areas under the asphaltic concrete adjacent to curbs to prevent growth through the pavement.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

Encl.

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July 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering loading and hauling materials for curb backfill on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

This work is necessary to provide materials for backfill and support of curbs. Additional material is needed due to loss through erosion of materials left by the grading contractor. A copy of the Assistant Metropolitan Engineer's letter in support and explanation of this order is attached.

This work has been verbally approved by the BPR Area Engineer. The curb materials must be placed and compacted prior to compaction of base and paving materials. Your early consideration and approval of this order are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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April 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering correction of drainage under the north abutment of the 26th Ave. structure on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13) 295.

During and after heavy rains subsurface drainage causes erosion damage at the north abutment of the 26th Avenue structure and to the slope paving.

Remedial work will require trenching along the pile cap and excavating a bench for 6" perforated pipe; drill vertical drain holes and backfill the holes and trench with pervious material to intercept subdrainage and lead it to the pipe; restore the eroded fill to desired cross section and connect the pipe to an existing manhole. Due to confined space this will be hand work. Copies of the sketch covering the work are attached. Exploratory work and emergency corrective work has been done.

The work was discussed with the BPR District Engineer March 24 and was verbally approved.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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MAR 31 1960

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When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

March 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(13)295 -
Harbor Drive - Washington Co.
Line Section of Pacific Highway

Dear Sir:

Reference is made to your letter dated March 25, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

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March 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 776 covering the erection of a permanent sign bridge and signs on the S. W. [illegible] Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific (S. W. Baldock Freeway) Highway in Multnomah County, Contract No. 5345, in connection with Federal Aid Project No. I-5-6(13)295.

Sequence of construction requires south bound traffic now be routed to the on ramp from the Capitol-Barbur Blvd. structure to the Freeway. There is to be a sign bridge erected as a permanent installation at this ramp. The State has salvaged materials consisting of truss and supports necessary for the sign bridge which will be furnished without charge. Participation will not be requested on temporary signs to be placed on the bridge under a separate order.

Your approval of this order, including erection of the sign bridge and installing the permanent signing under the provisions of PPM 21-4.3 on the basis of actual cost is requested.

The total estimated amount of the order is $2,[illegible] with Federal participation of $1,[illegible].00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

Enc.

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December 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering revisions in installation of the median barrier on the S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

At the Capitol Highway Structure it will be necessary to encase the median barrier posts in concrete where they fall on the footings of Bent #2. These footings are approximately one foot below the finished grade.

At the 26th Avenue Structure anchor bolts for the median barrier posts will have to be revised to fit the prefabricated metal posts.

Tentative approval for Federal participation in this work has been received.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

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Enc.

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To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1959

SUBJECT: S.W. 11th Ave.-Tigard Interchange
Section
Pacific Highway
Contract No. 5385

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Herewith Order for Extra Work No. 3 covering additional work necessary to permit the proper installation of guard rails across the 26th Avenue structure and underneath the Capitol-Barbur structure.

The bridge plans and construction plans providing for the installation of the guard rail at the structural sites were not in agreement. It is therefore necessary to make certain changes in the installation in order to make it work. These changes will add appreciably to the cost of the contractor's work in making the installation.

It is recommended that this Extra Work Order be approved as submitted. Mr. Schwiesow of the Bureau of Public Roads has given tentative indication that the Bureau would participate in this work.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

FORREST COOPER

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December 8, 1959

146

Mr. V. A. Thompson
10930 S. W. 57th Avenue
Portland, Oregon

Dear Mr. Thompson:

Reference is made to your letter of November 12 dealing with two problems which you consider detrimental to your property located on the corner of Pasadena Drive and 57th Avenue.

We do not feel that the condition of Pasadena Drive is in any way the responsibility of the State. You are perhaps aware that the residents of your neighborhood requested the Highway Deparment for the improvement of Pasadena Drive to provide for access to the new freeway southerly from the Delray Park residential area. To accomplish this, it was necessary to rebuild some parts of Pasadena Drive which were in an impassable state.

Since the inception of our construction in this area, there has been a rapid development in Delray Park and a total of some 23 homes have been added in the immediate area. This, of course, contributes to an increased volume of traffic using Pasadena Drive. Design and construction of the intermittent sections which we built on Pasadena Drive were not done for the purpose of providing an arterial through the area, but only to serve the Delray Park area. However, I am sure that you appreciate that once built, there can be no restrictions on who is to use the facility. We feel that the improvement of those sections of Pasadena Drive which have a gravel surfacing lies between the property owners and the County. I understand the County Road Department has indicated a willingness to co-operate if the residents of the area will petition the County for the construction of the improvement. This would, I believe, involve an assessment to the property covering the cost of construction.

In the matter of the lune-shaped parcel of excess property to which you refer, we will be most agreeable to disposing of this property as soon as the present construction work in the area is completed. We purchased this property from you and it is in the same condition with regard to brush and weeds as when we purchased it. I am advising our Property Management Department to notify you as to the time and place of sale. This property will be sold with a restriction for billboard advertising.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw
Mr. W. H. Haskin

LH:jp ae

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 2, 1959

Assign 146 Y

SUBJECT SW 11th Avenue - Tigard Interchange sec.
Pacific Highway
Contract: 5385
Prefix: 620-1023
Ref: Letter 11-17-59
R/W File No. 20028

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: L. E. Young

Three copies of a sketch of the V. A. Thompson property and environs are transmitted to you herewith. The sketch shows property available for resale upon completion of construction and also the location of the Thompson house in relation to the Freeway.

Mr. Thompson by letter dated November 12th objects to surface and traffic conditions on S. W. Pasadena Drive which prior to freeway construction was used regularly to service possibly nine dwelling units. Since Tigard Interchange construction began, there has been a very rapid development in Del Ray Park which lies west and north of Thompson's property. Ten homes along Dickenson Street are of recent construction and thirteen on S. W. 58th Avenue between Dickenson and Pasadena Drive. No doubt this increased housing has encouraged traffic to use Pasadena Drive although it is not and never has been a paved street west of S. W. 55th Avenue. A sketch map showing traffic patterns in the area has been included to assist in your visualization of the patterns that have developed.

Severance of S. W. 55th Avenue by the freeway leaves residents in Mr. Thompson's vicinity the choice of traveling S. W. 55th north to Taylors Ferry Road; or following Pasadena Drive to S. W. 61st, which is paved, and from there to S. W. 64th and Barbur Boulevard; or going north on S. W. 57th to Dickenson which is paved and from that point via S. W. 61st to S. W. 64th and Barbur Boulevard. S. W. 55th south of Taylors Ferry Road has some extremely heavy gradient and may be virtually impassable from south to north during icy weather. A rather limited observation of traffic in the area indicates the other two escape routes are used by most.

The surface of Pasadena from the end of construction under Contract No. 4998 to the end of construction on Tigard Interchange Unit has a thin crushed rock surface. It has wash-boarded some and rutted slightly. I was in this area several years ago before freeway construction

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had [illegible] Thompson [illegible] east of [illegible]. It was in [illegible] better condition than that it is at present. The increase in traffic [illegible] probably will result in rutting and loss of [illegible] surface before next [illegible] unless some remedial treatment is [illegible].

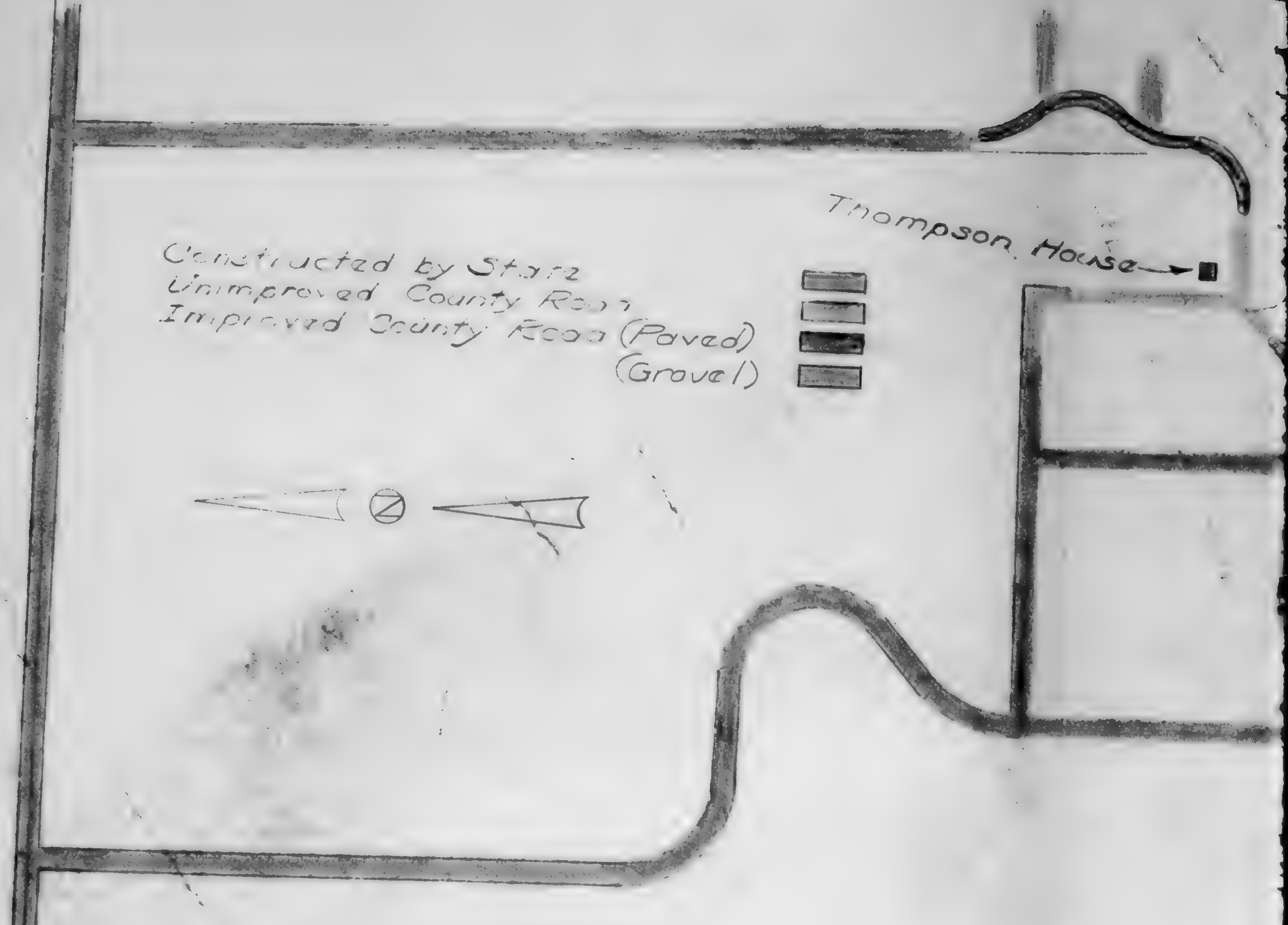
The [illegible] in Mr. Thompson's area have been [illegible] about [illegible] for at least a year. In [illegible] 1958 [illegible] together with the county and [illegible] either [illegible]. The County Road Department indicated its willingness to [illegible] improvement [illegible] is an [illegible]. This [illegible] would mean that the adjacent properties would be assessed [illegible]. [illegible] position was presented.

It is my [illegible] S. R. 579 and [illegible] improvement of [illegible] for maintenance of [illegible] between [illegible] and [illegible]. No action is recommended.

Mr. Thompson [illegible] regarding the [illegible] of the state-owned property [illegible] his home may be [illegible] as a [illegible] state purchase of the property from him. The [illegible] of the slightly increased size of brush [illegible] on the property. [illegible] of the property following completion of the project [illegible] would be desirable. [illegible] such a sale are indicated on the [illegible].

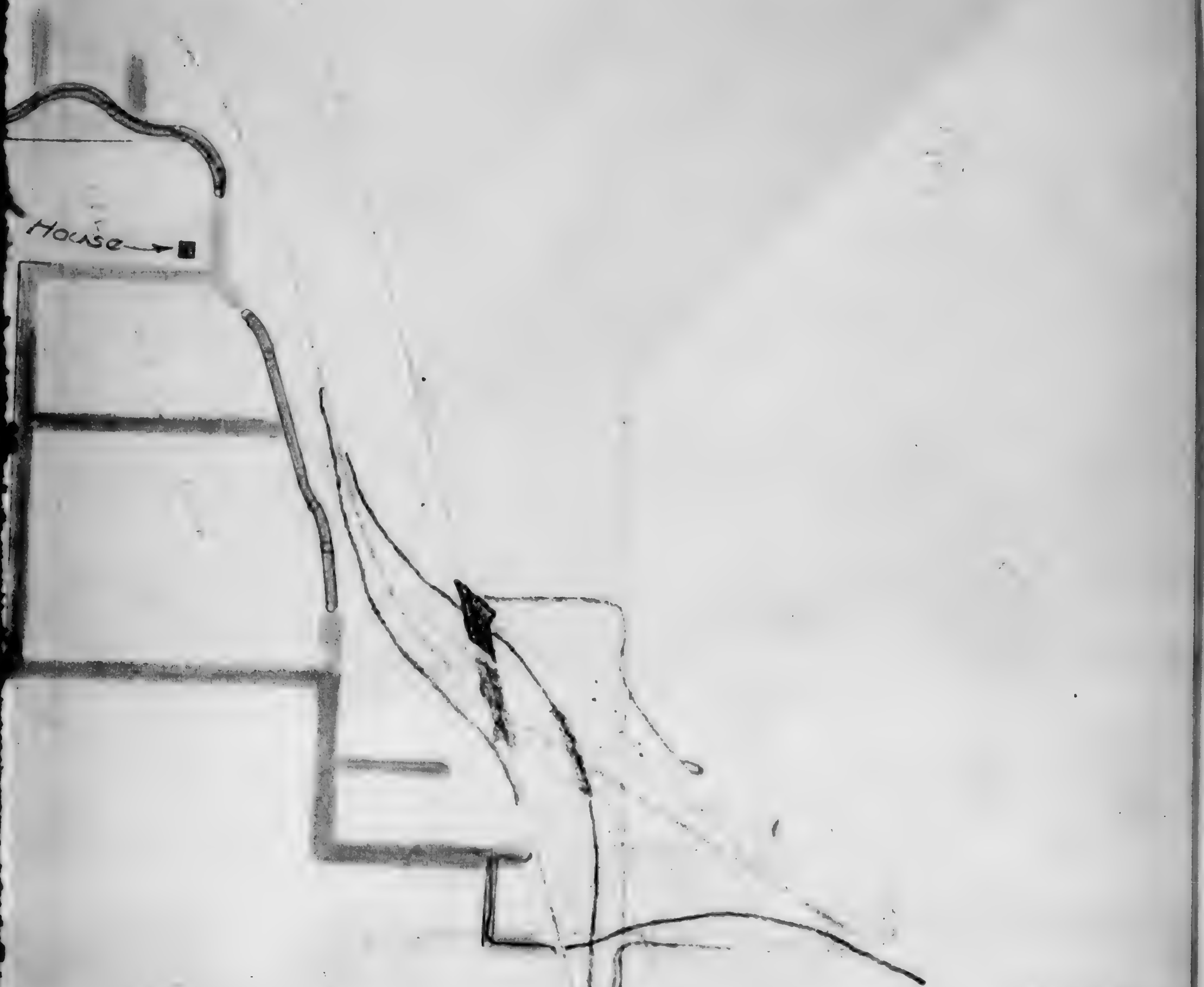
[illegible]
[illegible] Engineer

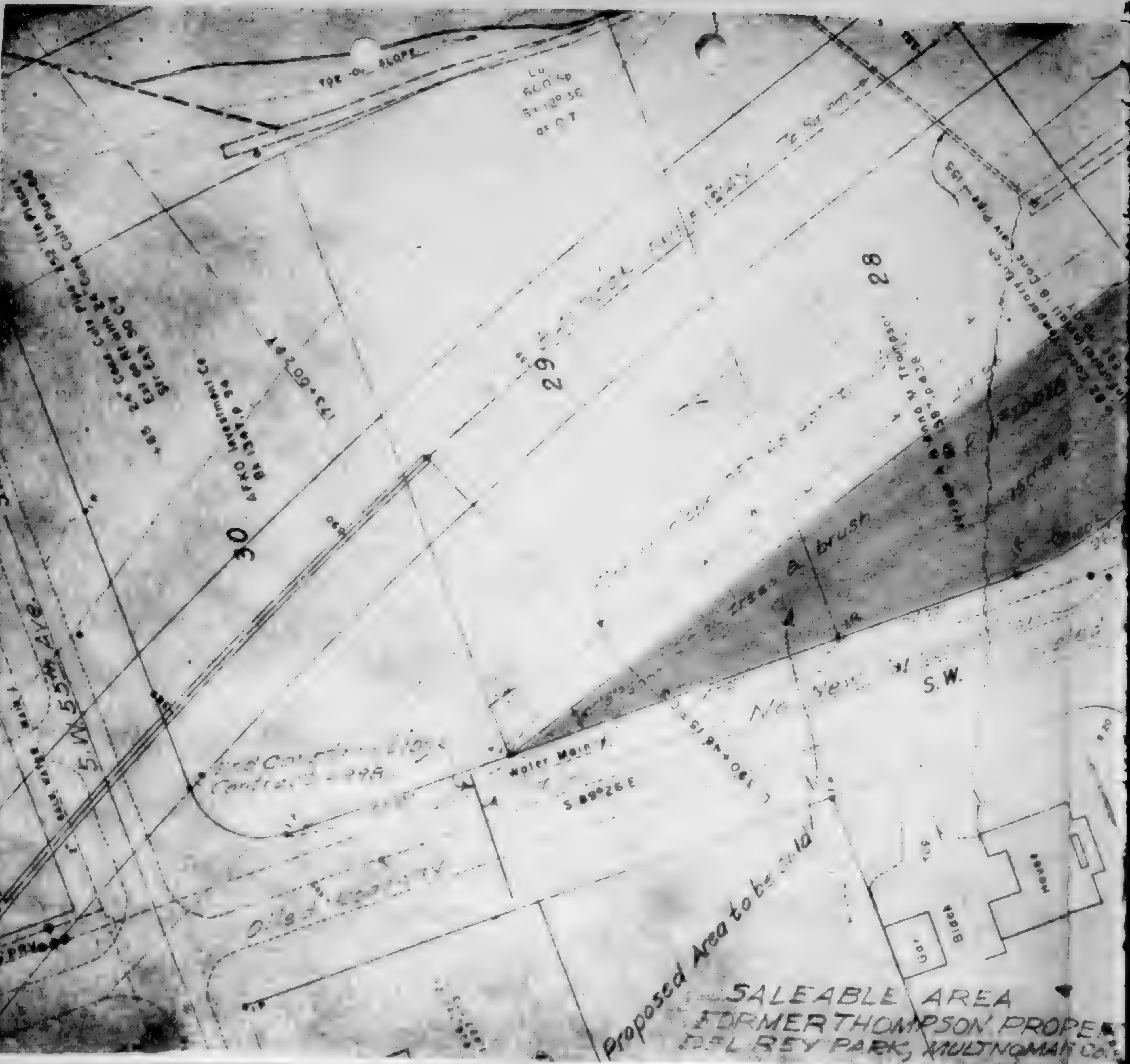
[illegible]/hg
Encl.
cc: [illegible] Senator


Thompson House
Constructed by State
Unimproved County Road
Improved County Road (Paved)
(Gravel)

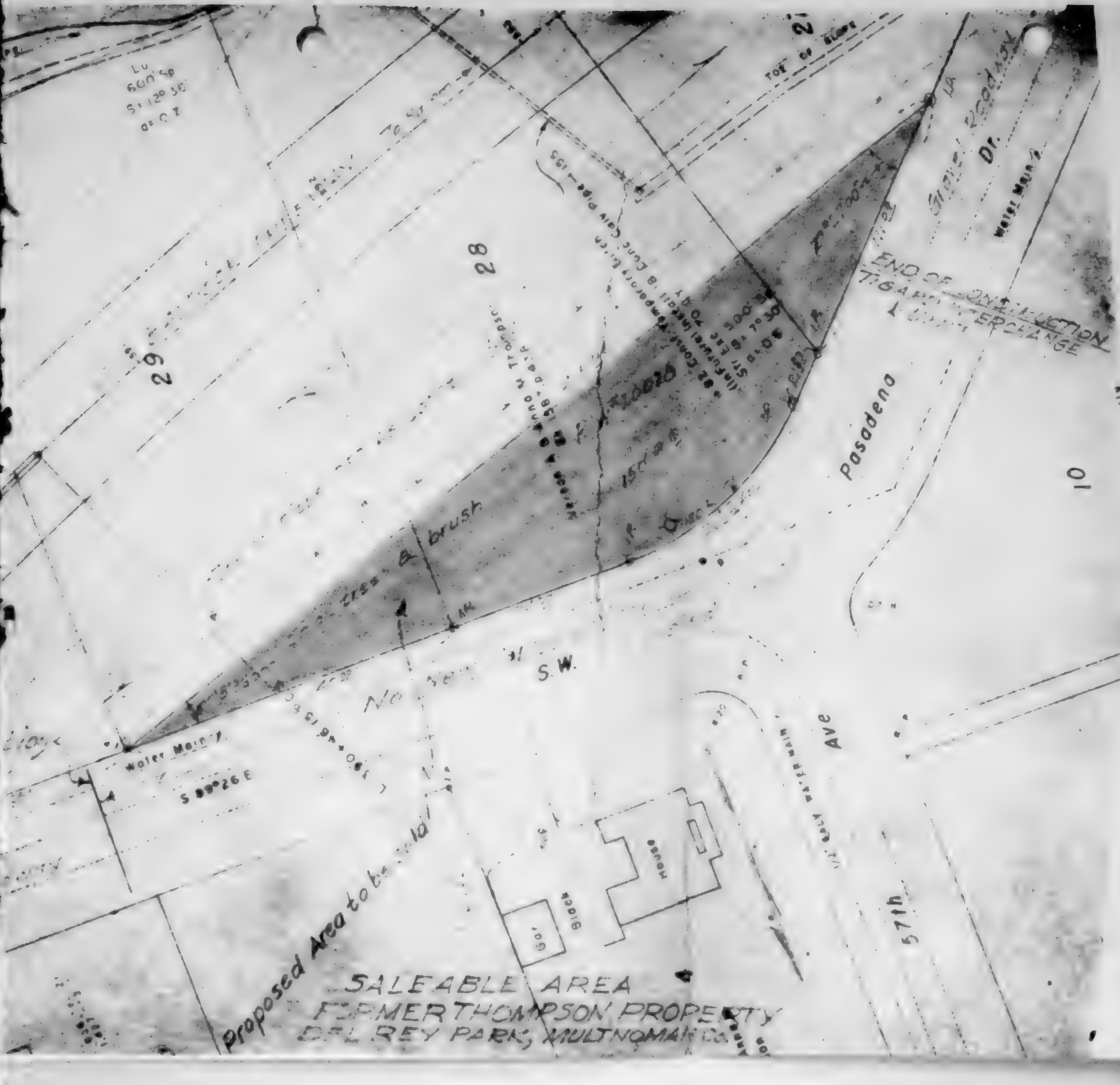
Sketch showing Roads Northerly
Tigard Interchange

Scale 1"=400'　　Metropolitan Engineer


House
MULTNO
WASHING



TOP OF SLOPE
S.W. 55th AVE.
30
29
28
AFKO Investment Co
Anna M. Thompson
trees & brush
Water Main
S 89°26 E
S.W.
Proposed Area to be sold
House
Bldg
Gar
SALEABLE AREA
FORMER THOMPSON PROPE
DEL REY PARK, MULTNOMAH CO.



SALEABLE AREA
FORMER THOMPSON PROPERTY
DEL REY PARK, MULTNOMAH CO.

Lu
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TOP OF SLOPE
Dr.
Water Main
END OF CONSTRUCTION
TIGARD INTERCHANGE
trees & brush
Pasadena
S.W.
Water Main
S 89°26 E
Proposed Area to be sold
Ave
57th
House
Gar
1/2 GALV WATER MAIN

Cooper

10930 S. W. 57th
Portland, Oregon
November 12, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am writing to you respectfully requesting consideration be given to improvement of conditions existing adjacent to my home at 10930 S. W. 57th, Portland, where the Baldock Freeway now connects to Barbur Blvd., and in the near future will connect to the new Freeway into Portland proper.

The property which I own has been affected in value by construction of the Freeway and this, of course, is a condition which I have accepted, as no objection can be made to progress. However, there are conditions in this area, brought about by highway construction, which can be and should be corrected.

Construction of the Freeway has cut us off from bus service and we have become more or less isolated. Pasadena Drive was opened to 62nd Street and this made a thoroughfare for people above and below my property location. As result of the heavy increase in traffic, Pasadena Drive is rapidly deteriorating. Request has been made that consideration be given to improvement of that piece of road (Pasadena Drive) between 57th and 55th Streets. I have contacted both your office and County Road Department in connection with this, and so far without results.

I sold three lots to the Highway Department for construction of the Freeway and at that time called on your office at Salem and asked for an option either to lease or buy back what property you did not utilize for the Freeway. I was instructed to contact you at a later date.

After the Freeway fill was made, there remained a small triangle of land adjacent to my property which is very unsightly. This apparently is State Highway Department property. I still would consider buying or leasing this small triangle of land, but respectfully request, regardless of your decision in this, that it be cleaned up to the extent that it will not detract from my property.

I am trying to dispose of this property and one of the first objections I receive from potential buyers is the undesirable view of the brush, high weeds, etc., adjacent to my property.

I would appreciate any assistance you can give to improvement of conditions described above.

Yours truly,

W. A. Thompson
10930 S. W. 57th
Portland, Oregon

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OFFICE OF
STATE [illegible] ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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DEC 10 1959
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December 8, 1959

Mr. Herbert H. Anderson
Koerner, Young, McColloch and Dezendorf
Attorneys at Law
Eighth Floor, Pacific Building
Portland 4, Oregon

Dear Mr. Anderson:

Further reference is made to your letter of November 23 in behalf of Mrs. Frances Rutherford regarding a claim for damage because of water in Mrs. Rutherford's basement.

In accordance with my letter of November 30 to you, we have completed an investigation into the facts and circumstances bearing on the matter. We find that in 1956 a somewhat similar complaint was made by the Rutherfords about water in their basement. This complaint was investigated at that time, and it was our conclusion that the basement drain was plugged and infiltrating water normally carried off by the tile drain was being forced back into the basement. We could find no connection between the flooding of the basement and highway construction at that time. We later contacted a Mr. Berggren, who was caretaker for the Rutherfords, and found that a broken tile had been located on the Rutherford property and repair had been made. We have had no further report of water in the basement until your recent letter.

At the present time, there seem to be two drain systems in the basement, one of which is working satisfactorily and the other discharging water into the basement. We have done no heavy earthwork or change of grade by the Rutherford property near Pasadena Drive, which lies between it and the freeway, and we are, therefore, unable to, in any way, attribute the Rutherfords' difficulties to highway construction causes. It is entirely possible that damage to the Rutherford drain line could have been done by agencies other than the Highway Department. The water main was relocated in front of this property in 1958.

In the absence of any information which would show that we contributed to this condition, we must reject your claim.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. Lloyd Shaw
Mr. Lowell Johnston

OREGON STATE HIGHWAY DEPARTMENT
NTER DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 4, 1959

SUBJECT: S. W. 11th Ave.-Tigard Interchange
Pacific Highway
Contract: #5385
F. Rutherford Complaint
Assignment 150-Y

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: L. H. Young

The complaint by letter of November 23 from Koerner, Young, McColloch and Dezendorf to the effect that highway excavation has changed underground water courses has been investigated by L. A. Johnston, Resident Engineer on Tigard Interchange project and by Ed Johnsen, Division Soils Engineer.

The complaint of water entering the Rutherford basement is not new. A rough chronological history is presented in the following several paragraphs. Please bear in mind the dates given here are approximate only as we have not taken time to peruse diaries for exact time of contact.

Excavation on the Barbur Boulevard Junction Unit, Contract #4032, was begun in 1954 with material being hauled to embankment extending north to about station 397 of the Freeway. Complaints were made by Rutherford in 1956 that highway operations had in some manner changed drainage conditions and water was in their basement. This complaint was investigated by Mr. Johnston, who concluded that the basement drain was plugged and that infiltrating water normally carried off by the tile drain was being forced backward into the basement.

Later, about 1957, contact with Mr. Berggren who was acting as caretaker for Rutherfords during their absence, revealed that Berggren had located a broken tile on the Rutherford property and had effected a repair of the drain. No further report of water in the basement was received by our people until recently.

Since 1957 earth has been placed in embankment near the Rutherford residence under contracts #4998 and #5165. There has been no heavy earthwork or change of grade near Rutherfords' on Pasadena Drive which lies between them and the Freeway.

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A new septic tank field was constructed by Rutherford in [illegible], replacing what we suspect was a direct discharge line to the old Pasadena Drive ditch line. At present there appear to be two separate drain systems in the basement. One is near the laundry trays and seems to be working satisfactorily. The other is seven or eight feet [illegible] of the trays and is discharging water into the basement.

The Rutherford basement is about 2/3 the area of the main floor, has two rooms finished off with tiled floors and two additional areas unfinished. The tile floors in the basement have been ruined by water damage.

An area between the northeast wing of the house and Pasadena Drive is soggy to walk on and is claimed by Rutherfords to have never before been in this condition. We have no way to check this assertion. There is a laurel hedge in the street area in front of the Rutherford house and adjacent to the hedge, on the Pasadena Drive side there is a tile roughly paralleling the street. This tile is partly plugged but would normally discharge at the roadside just east of Rutherford's driveway. We are not informed as to the purpose of this tile.

In 1958 the Capitol Highway Water District reconstructed a main to conform to relocated Pasadena Drive. This main is north of the surfaced roadway of the drive. According to Mr. Berggren's conversation with Mr. Johnston it is believed that the Water District cut the Rutherford tile drain and may not have repaired it.

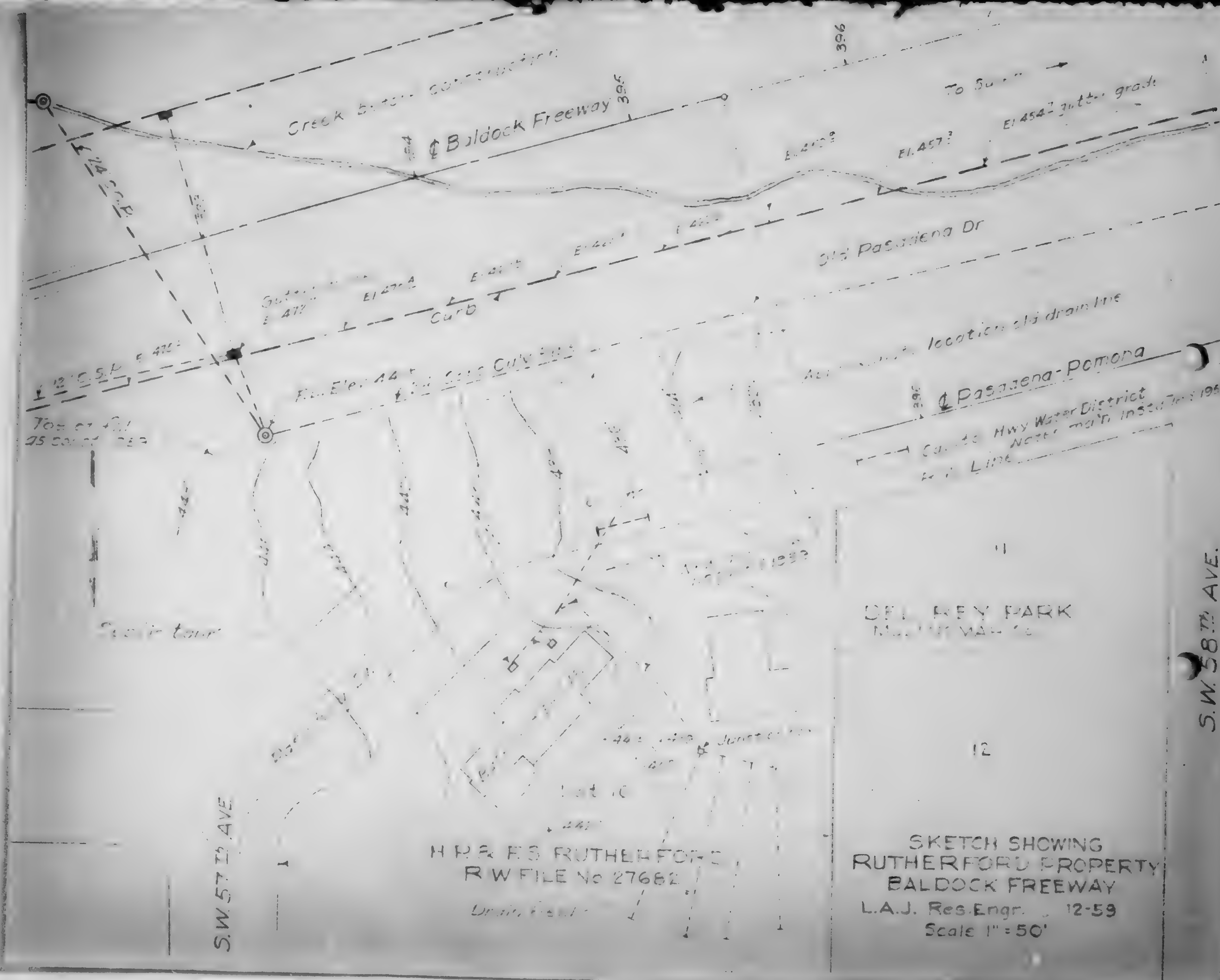
If further information is needed some consideration should be given to making an excavation to expose the tile drain and inspect it for breaks. Four copies of a sketch are enclosed.

My opinion is that Rutherford's difficulties stem from other than highway construction causes.

Lloyd P. Shaw

LLOYD P. SHAW,
Metropolitan Engineer

LPS/nc
encl.
cc: James Don
Ed Johnsen
Lowell Johnston


Creek Bed Construction
℄ Baldock Freeway
394
396
To Su
El 454± gutter grade
El 457±
El 462±
Old Pasadena Dr
Curb
El 474
El 477
℄ 12" C.S.P.
℄ 24" C.P.
Top of Fill
Fill Elev 44
location old drain line
℄ Pasadena-Pomona
396
County Hwy Water District
Water main Install 1956
Lot Line
DEL REY PARK
11
12
Lot 10
H.P.R. F.S. RUTHERFORD
R/W FILE No 27682
Drain Field
S.W. 57th AVE
S.W. 58th AVE.

SKETCH SHOWING
RUTHERFORD PROPERTY
BALDOCK FREEWAY
L.A.J. Res. Engr. 12-59
Scale 1" = 50'

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DEC - 1 1959
FOR FILING

November 30, 1959

Mr. Herbert H. Anderson
Attorney at Law
Koerner, Young, McColloch and Dezendorf
Eighth Floor, Pacific Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of November 23, in which you bring our attention to a water situation in Mrs. Frances Rutherford's basement at 5715 S. W. Pasadena Drive.

I am having an engineering investigation made into the circumstances and the facts and will communicate with you as soon as we have enough information to discuss the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. Lloyd Shaw

[illegible]:p ac

PLEASE RETURN TO
FORREST COOPER

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
EIGHTH FLOOR, PACIFIC BUILDING
PORTLAND 4, OREGON
CApitol 6-6151

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
JOSEPH LARKIN
MARSHALL C. CHENEY, JR.
JAMES C. INGWERSEN
LEWIS K. SCOTT
NICHOLAS H. ZUMAS
ROBERT W. PACKWOOD
RICHARD S. BORST
DOUGLAS H. STEARNS
GEORGE L. WAGNER

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

November 23, 1959

State Highway Department
Salem, Oregon

Gentlemen:

My client, Mrs. Frances Rutherford, has a claim against the Highway Department for damage to her real property located at 5715 S. W. Pasadena Drive, Portland, Oregon. As the result of certain excavations by the Highway Department in that area, the course of the underground waters was changed and caused to flood the basement of Mrs. Rutherford's property at the above address.

The basement of Mrs. Rutherford's house had never had any water in it until the Highway Department made its recent excavations. Will you kindly have your representative contact me so that we may discuss this claim.

Very truly yours,

Herbert H. Anderson

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NOV 24 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 3 1959
FOR FILING

I-5-6(13)295

5385

December 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering emergency drainage, slope repair and clean-up on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

Drainage, including catch basins, was installed under the previous grading contract. The catch basins were constructed to finish grade. Before the shoulders could be brought to grade and the catch basins control the drainage heavy rains came, water accumulated in cut sections and caused considerable damage by erosion and washing debris onto city streets. Clean-up of streets has been done as an emergency measure.

It is proposed to open holes in the catch basins at present grade to allow the catch basins to function, do the necessary clean-up and repair eroded slopes. The catch basins will be repaired prior to surfacing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBF:jb
Enc.

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SEP 23 1959
FOR FILING

I-5-6(13)295

5385

September 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering correction of drainage on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5385, in connection with Federal Aid Project No. I-5-6(13)295.

Drainage from the Spring Garden structure is entering the roadway through the structure wall. This condition became apparent after completion of the structure and after the grading contractor was released.

Remedial work will consist of drainage pipe and/or ditching and reshaping the roadbed where others have cut it up after being shaped originally.

This work has been verbally approved by the BPR Division Engineer and work has been started to expedite the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

FORM E-123-X

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1959

Mr. James O. Holland
Job Superintendent
Peter Kiewit Company, Inc.
3137 S. W. Taylors Ferry Road
Portland, Oregon

Dear Mr. Holland

Your letter to Mr. Lowell Johnston dated June 2, 1959, concerning your proposed haul route between the Tigard Sand and Gravel Company plant and the south end of the S. W. 11th Avenue-Tigard Interchange Unit has been forwarded to this office for action. Your plan includes a left turn across Barbur Boulevard at 53rd Avenue and then over Pasadena Drive to the newly graded Baldock Freeway. You would also re-enter Barbur Boulevard at its intersection with 53rd Avenue.

I have personally inspected this maneuver and find it incomprehensible that you could have selected this route for estimating haul costs. A left turn across traffic lanes with trains, such as your propose using, is always extremely hazardous even under ideal conditions at sparsely traveled sections of highways. This is one of the heaviest traveled sections of Oregon highways. In addition, your trains would be ascending a steep grade prior to making the crossing and would make the actual crossing against fast, descending traffic under conditions of poor sight distance. The use of three to four flagmen along with flashing lights and large signs to assist in such a crossing would only relieve the danger to a smaller degree. A minutes delay of traffic by flag stop would back up traffic almost ten vehicles deep and rear end collisions would inherently follow.

The pattern of movement entering Barbur Boulevard would be almost as hazardous in that these trains would be entering the highway up an extremely adverse grade on a blind curve. The movement would necessarily be a slow one.

Please refer to Articles 1.7.14 and 1.7.8 of our General Specifications form. These articles prohibit endangering property or persons in the performance of your work or unnecessarily inconveniencing the public. Your attention is also directed to the fact that the Pasadena Avenue

NOTED
FORREST COOPER

connection to the Baldock Freeway was barricaded when you bid this job and is still barricaded. You had no right to assume in your bidding plan that we would remove said barricade and allow entrance to the Baldock Freeway at that point.

We therefore have no alternative but to deny your request to enter the Baldock Freeway at the intersection of the Freeway and Pasadena Avenue.

Very truly yours,

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
Leonard I. Lindas
Lloyd Shaw
Lowell Johnston

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

Dear [illegible]:

[illegible]

[illegible]

Yours very truly,

[illegible]

By_______________

[illegible]
[illegible]
[illegible]

CC [illegible]
CC [illegible]

[illegible]

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RECEIVED
JUN - 2 1959

I 5 6(13) [illegible]

5385

June 1, 1959

Peter Kiewit Sons' Company
215 South V
Vancouver, Washington

Re: Contract 5385

Gentlemen:

On May 28 a representative of your company conferred with me here in Salem and asked approval for interground cement for use in the concrete pavement of the S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section.

The proposal was that an approved air entraining agent be interground with the cement to provide the minimum air entrainment required by our specifications. Should the air entrainment without further addition of an air entraining agent be less than the minimum required by our specifications, additional air entraining agents would be introduced in the mixer. Should the air entrainment exceed the maximum provided by our specifications, the use of this interground cement would be discontinued. Interground cements furnished must comply with all requirements for Portland cement as specified in the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. G. W. Harra

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FOR FILING

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[illegible]

April 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 20, 1959, on Contract No. 5385, S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section in Multnomah County, in connection with Federal Aid Project No. I-5-6(13)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

A

FORM E-123 5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN 14 1959
FOR FILING

I-5-6(13)

5385

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Jan. 13, 1958

Peter Kiewit Sons' Co.
215 South J Street
Vancouver, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5385, awarded Dec. 11, 1958 for paving on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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5385 A

Monthly Transaction No. 1-59	Fo -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. I-5-6(13)295 5	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **I-5-6(13)295**

5385 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. S. W. 14th Ave. to Tigard Interchange, on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-28-58	2.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,280,419.00	Federal funds $ 1,182,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ______
______
(title)

By ______
______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 12, 1959**

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the S. W. 11th Avenue-Tigard Interchange Section, Project No. I-5-6(13)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the S. W. 11th Avenue-Tigard Interchange Section, Project No. I-5-6(13)295.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-6(13)295

S. W. 11th AVENUE-TIGARD INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 18, 1958

Type Code 7221
Roadway (Sta. 245+00 to Sta. 402+00)(Contract No. 5385)

Removal of Miscellaneous Concrete & Masonry	All	Required		$ 1,700.00
General Excavation, Unclassified	18,000	cu. yds.	$ .65	11,700.00
Adjustment of Special Catch Basins	6	only	26.00	156.00
1½-inch Electrical Conduit	740	lin. ft.	1.65	1,221.00
Galvanized Junction Boxes	5	only	43.00	215.00
Concrete Curbs	1,350	cu. yds.	35.00	47,250.00
Concrete Surfacing	500	sq. yds.	3.20	1,600.00
Concrete in Islands and Seperators	120	cu. yds.	37.00	4,440.00
Metal Guard Rail	8,000	lin. ft.	2.45	19,600.00
Metal Median Barrier	16,000	lin. ft.	3.75	60,000.00
Salvaging and Reinstalling Guard Rail	620	lin. ft.	1.50	930.00
Type 3 Fence	1,500	rods	13.00	19,500.00
Type 3 70" Fence	800	rods	15.00	12,000.00
4' x 58" Metal Gates	24	only	40.00	960.00
Guide Posts, One Reflector	56	only	5.20	291.20
Guide Posts, Two Reflectors	120	only	6.00	720.00
Guide Posts, Three Reflectors	4	only	6.50	26.00
Coarse Crushed Material in Base	140,000	tons	1.88	263,200.00
3/4" - 0 Material in Base	8,440	tons	2.00	16,880.00
Sprinkling	2,900	M-gals.	2.50	7,250.00
Preparation of Base	All	Required		4,100.00
3/4" - 0 Material in Binder Course	1,100	tons	3.25	3,575.00
RC-3 Asphalt	38	tons	55.00	2,090.00
Class "B" Asphaltic Concrete	18,200	tons	6.15	111,930.00
Class "C" Asphaltic Concrete	310	tons	7.50	2,325.00
Asphaltic Concrete Traffic Markers	730	lin. ft.	.60	438.00
8-inch Portland Cement Concrete Pavement	120,000	sq. yds.	3.60	432,000.00
3/4" Expansion Joints	150	lin. ft.	1.00	150.00
Contraction Joints	18,000	lin. ft.	.20	3,600.00
Dowel Bars	18,000	only	.80	14,400.00
Tie Bars and Reinforcement	82,000	lbs.	.10	8,200.00
Wire Fabric Reinforcement	120,000	sq. yds.	.70	84,000.00
3/8" - 0 Material in Cushion Course	4,400	tons	2.00	8,800.00
Traffic Barricade	3,800	lin. ft.	4.15	15,770.00
				$1,161,017.20

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
	Subtotal	$1,164,017.20
	10% Engr. & Cont.	116,401.72
	Total	$1,280,418.92

Length of Roadway	2.942 Miles
Length of 6 Structures	0.031 Mile
Total Length	2.973 Miles
Cost of Roadway per Mile	$435,220.56

Federal Funds -	$1,182,000.00
State Funds -	98,418.92
	$1,280,418.92

State Funds for Construction:	Chap. 175, laws 1917 Chap. 31, laws 1920 Chap. 529, laws 1939
State Funds for Maintenance:	Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-6(13)295

S.W. 11TH AVENUE-TIGARD INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 23, 1958

Type Code 7221
Roadway (Sta. 245+00 to Sta. 402+00)

Removal of Miscellaneous Concrete and Masonry	All	Required	$	$ 500.00
General Excavation, Unclassified	18,000	cu. yds.	0.50	9,000.00
Adjustment of Special Catch Basins	6	only	50.00	300.00
1½-Inch Electrical Conduit	740	lin. ft.	1.75	1,295.00
Galvanized Junction Boxes	5	only	35.00	175.00
Concrete Curbs	1,350	cu. yds.	47.50	64,125.00
Concrete Surfacing	500	sq. yds.	4.50	2,250.00
Concrete in Islands and Separators	120	cu. yds.	45.00	5,400.00
Metal Guard Rail	8,000	lin. ft.	3.00	24,000.00
Metal Median Barrier	16,000	lin. ft.	4.50	72,000.00
Salvaging and Reinstalling Guard Rail	620	lin. ft.	1.50	930.00
Type 3 Fence	1,500	rods	15.00	22,500.00
Type 3 - 70" Fence	800	rods	17.50	14,000.00
4'x58" Metal Gates	24	only	35.00	840.00
Guide Posts, One Reflector	56	only	5.00	280.00
Guide Posts, Two Reflectors	120	only	6.00	720.00
Guide Posts, Three Reflectors	4	only	7.50	30.00
Coarse Crushed Material in Base	140,000	tons	2.25	315,000.00
3/4" - 0 Material in Base	8,440	tons	2.35	19,834.00
Sprinkling	2,900	M-gal.	3.00	8,700.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	1,100	tons	3.25	3,575.00
RC-3 Asphalt	38	tons	43.00	1,634.00
Class "B" Asphaltic Concrete	18,200	tons	6.75	122,850.00
Class "C" Asphaltic Concrete	310	tons	7.75	2,402.50
Asphaltic Concrete Traffic Markers	730	tons	1.00	730.00
8-Inch Portland Cement Concrete Pavement	120,000	sq. yds.	3.75	450,000.00
3/4" Expansion Joints	150	lin. ft.	0.50	75.00
Contraction Joints	18,000	lin. ft.	0.25	4,500.00
Dowell Bars	18,000	only	0.75	13,500.00
Tie Bars and Reinforcement	82,000	lbs.	0.15	12,300.00
Wire Fabric Reinforcement	120,000	sq. yds.	0.80	96,000.00
3/8" - 0 Material in Cushion Course	4,400	tons	2.50	11,000.00
Traffic Barricade	3,800	lin. ft.	7.50	28,500.00
				$1,309,945.50

		$1,309,945.50
Flagging (57½% of Contractors Cost)	All Required	3,000.00
	Subtotal	$1,312,945.50
	10% Engr. & Cont.	131,294.55
	Total	$1,444,240.05

Length of Roadway	2.920 Miles	942
Length of 6 Structures	0.031 Miles	
Total Length	2.951 Miles	2.973
Cost of Roadway Per Mile	$494,602.77	

Federal Funds	$1,334,000.00
State Funds	110,240.05
	$1,444,240.05

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DEC 17 1958
FORM E-30X—50M—6-58—13046
FOR FILING

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5345

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1958

SUBJECT: Revision
Sequence of Construction
Longitudinal Joint
PCC

To: Mr. Lloyd Shaw
Mr. J. D. Walker

Due to various difficulties encountered by the contractors in securing forms for concrete pavement under our more recent plans, a decision has been made to alter the sequence of slab pouring as shown on Drawing #2070 under shear key details for the following jobs:

S. W. 11th Avenue-Tigard Interchange Unit,
Contract No. 5385
Harbor Drive-Lowell Street Unit, Contract No. 5296
North Albany Junction-Lebanon Road Section, Contract
No. 5345

The plans for these jobs showed the male key section being poured first. Please reverse the procedure and pour the female section first on those jobs which are poured in single lane construction practices.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper
G. S. Paxson

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DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 12 1958
FOR FILING

I-5-6(13)295

5385

December 12, 1958

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5385 for paving on the S. W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) at Portland in Multnomah County.

This award was based on your bid of $1,161,017.20 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

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When replying, refer to
08-35.4-0

[illegible]
5385

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5385 for Oregon Project I-5-6(13)295, S. W. 11th Ave.-Tigard Interchange (Paving) Section of the Pacific Highway, to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $1,161,017.20 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST [illegible]

NOTED
S. H. PROBERT

RECEIVED
DEC 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

I-5-6(13)295

DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5305

When replying, refer to
08-35.1

October 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to Mr. Cooper's October 22, 1958 letter requesting our approval of the installation of some 3800 L.F. of traffic barricade and 700 L.F. of guard rail on proposed project I-5-6(13)295. It is stated that these installations will be temporary in character to handle the diversion of traffic from the completed freeway to Barbur boulevard for about one year.

The proposed work will be approved for Federal participation with the understanding that the materials will later be salvaged and used in the construction of some other section of the Interstate Highway in the Portland area.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORREST COOPER

RECEIVED
OCT 23 1958
FOR FILING

October 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In order that the 11th Street-Tigard Junction Section (Project No. I-5-6(13)295) may be put into service without awaiting construction of the unit to the north of 11th Street, it will be necessary, on completion of the 11th Street-Tigard Junction Section, to divert traffic from the north end of the completed section to Barbur Blvd. To safely handle this diversion of traffic, we propose to install some 3,800 feet of "traffic barricade" and some 700 feet of guard "rail" that are not to permanently be parts of the finished highway.

We anticipate that the temporary construction referred to will remain in use for about one year. At the end of that time, we propose to have the contractor on the adjoining section of highway salvage the materials and use them in the construction of guard rail on that adjoining section, or failing that in whole or in part, to salvage the materials and preserve them for some later use in Interstate Highway construction in Portland or nearby.

Under the circumstances described, we feel that the cost of the temporary construction should be "participating" cost and we propose to include it in the contract for Project I-5-6(13)295 as such. May we have your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

2-8306 Alsea Rock Prod. Proj. 1958

#5386

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 11, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5386	3 Final	Stevenson Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19315	14274	$1,146.85	8/7/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from March 1, 1959**

Time Extensions: **None of record**

Completion Date: **May 20, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 12, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

AUG 12 1959

K.C.

NOTED ON CARD
lc

RECEIVED
JUL [illegible] 19[illegible]
FOR FILING

July 22, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5386 for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County was completed by the contractor, Stevenson Construction Company, on May 20, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,146.85 will be released to the contractor on or after August 3, 1959. The total contract amount is $38,104.22, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—10M—2-50

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6th, 1959

Section ALSEA ROCK PRODUCTION

Kind of work Rock Production

Highway Alsea & Alsea - Deadwood County Benton

Section prefix 2-8306

Contractor Stevenson Const. Co.

Contract number 5386

Date of contract December 11, 1958, 1958

Specified work days 60 Beg. 3-1-59

Date work started March 9th, 1959

Work days used 58

Project authorization $42,930.00

Exclusive of engineering $39,877.20

Per cent of time elapsed 96.7 %

Estimated cost of completed project, exclusive of engineering $38,100.38

Estimated per cent [illegible]r underrun . . . . -00.2 %

Per cent of contract completed, based on estimated cost . . . . 100.0 %

Engineering authorization $3,052.80

Engineering cost to date $2,019.84, 66.2 %

Date project was completed May 20th, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has completed ~~completed~~ the removal of his equipment and the cleanup of the sight. Have checked with the county and other parties conserned and sight has been cleaned up to their satisfaction.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUN 8 1959
NOTED CE ACE ACE CCE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed E. L. MacIntyre, Res. Eng.

Address 1101 N. Pacific Hwy., Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			Stockpile Material		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000		
Total quantities corrected to date			11,981.2		
Estimated quantities moved or placed to date			11,981.2		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Clear		
Tuesday	Overcast		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
JUN - 8 1959
FOR FILING

5386

June 5, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Stevenson Construction Company on contract #5386, for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County.

This payment, in the amount of $8,528.17 will be released to contractor on or after June 15, 1959. The retained percentage is $1,143.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

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FOR FILING

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April 1, 1959

Mr. Melvin S. Hawkins
Commissioner
Benton County Court
Corvallis, Oregon

Dear Mr. Hawkins:

Reference is made to your recent request to obtain 2,000 cubic yards of crushed material from our quarry on the Alsea Rock Production Project located in the NW¼ of the SE¼ of Section 18, Township 14 South, Range 7 West.

Your request for this rock is granted, subject to arriving at a suitable agreement with our contractor who is presently working in this quarry.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Stevenson Construction Co.
2575 Mission S. E.
Salem, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker
Mr. L. L. MacIntyre

LHY:jw:ae

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 27, 1959

SUBJECT: Alsea Rock Production Project
Contract No. 5386

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith copy of a letter from Benton County Court requesting permission for the contractor on the subject project to produce some 2,000 cubic yards of crushed rock from our quarry while the contractor is set up producing material on the subject project.

We recommend this permission be granted, as this will not interfere with the contractor producing our material and there is an ample amount of rock in the quarry for our needs plus the County's needs.

J. D. Walker
Division Engineer

By R D Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1959
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BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

March 24, 1959

State Highway Commission
Pacific Highway
Albany, Oregon

Attention: L. L. McIntyre

Gentlemen:

Benton County has recently signed an agreement with Stevenson Construction Company to buy 2,000 cubic yards 1"- crushed rock from said Company.

We respectfully request the privilege of removing this quantity from your quarry.

Yours very truly,

BENTON COUNTY COURT
Melvin S. Hawkins
Melvin S. Hawkins
Commissioner

MSH:la

FORM E-129 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 14 1959
FOR FILING

— 28306

5386

Jan. 13, 1959

Stevenson Const. Co.
P. O. Box 206
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5386, awarded Dec. 11, 1958, for Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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DEC 12 1958
FOR FILING

2-8 [illegible] 6

5386

December 12, 1958

Stevenson Construction Company
P. O. Box 206
Salem, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5386 for the Alsea Rock Production Project on the Alsea Highway and Alsea-Deadwood Highway in Benton County.

This award was based on your bid of $38,160.00 which was the low bid submitted to the Commission on December 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

21-2051 Tillamook Co. Line-Salmon 1958
River Sec. of Ore. Coast
#5387 Hwy.

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 26, 1959

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
5387	4 Final	Kenneth E. Neilsen	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11913	H245142	$ 718.25	5-26-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **40 workdays from January 2, 1959**

Time Extensions: **None of record**

Completion Date: **April 7, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **May 26, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

[illegible] 1959

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MAY 13 1959
FOR FILING

2021

5387

May 12, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5387 for fencing on the Tillamook County Line-Salmon River Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Kenneth E. Nielsen, on April 7, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $718.25 will be released to the contractor on or after May 22, 1959. The total contract amount is $5,686.35, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Form E-1-

2 51

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 10, 1959

Section Tillamook County Line - SalmonRiver

Kind of work Fencing

Highway Oregon Coast County Lincoln

Section prefix 21-2051

Contractor Kenneth E. Nielsen

Contract number 5387

Date of contract Dec. 11, 19 59

Specified work days 40 begin Jan. 2, 1959

Date work started Jan. 8, 19 59

Work days used 36

Project authorization . . . . . $ 7998.75

Exclusive of engineering . . . . $ 7429.95

Per cent of time elapsed 92.3 %

Estimated cost of completed project, exclusive of engineering $7429.95

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 568.80

Engineering cost to date $ 2265.00, 398 %

Date project was completed 4 - 7, 19 59

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed all work on this contract on Tuesday, April 7, 1959.

CONSTRUCTION DIVISION
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Note:
M. N. Juve

Signed Kenneth E. Burtt

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123 SM 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 7 - 1959
FOR FILING

21-2051

5387

Jan. 6, 1959

Kenneth E. Nielsen
5025 Robindale Drive
Salem, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5387, awarded Dec. 11, 1958, for Tillamook County Line-Salmon River Section Fencing Project, on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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DEC 12 1958
FOR FILING

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61-5051

5387

December 12, 1958

Kenneth E. Nielsen
5025 Robindale Drive
Salem, Oregon

Dear Sir:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5387 for fencing on the Tillamook County Line-Salmon River Section of the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $6,610.00 which was the low bid submitted to the Commission on December 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

I-5-4(26)216 Lebanon Rd.-Halsey 1958
Interch. Sec. of
#5388 reloc. Pac. Hwy. (Pav.)

RECEIVED
FOR FILING

FORM [illegible] -12-63 84677

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1964

SUBJECT:
Requested Overlay
Lebanon Road-Halsey Interchange Section
Pacific (Interstate) Highway
F. A. Project No. I-5-4 (26) 216
Contract 5388

To:
Mr. F. D. Morgan
Construction Engineer
Department

Subsequent to the August 26, 1960, completion of the surfacing on the subject 11.5 mile section from Milepost 73.73 to 85.23, abnormal failures have been experienced with this surfacing. These failures start with wheel tracking or rutting, followed with alligatoring of the surfacing and potholes if not patched.

Such failures were first noticed in the winter of 1961-62. They required $59,705 and $35,489 of patching on the northerly 11.11 mile portion of this section during 1962 and 1963 respectively. This is $5,374 and $3,194 per mile respectively. It is estimated $57,555 will be required to patch the 60 potholes and many alligatored areas now existing. Due to the limitation of maintenance funds available, only about 50 per cent of this patching will be done. That is, thinner lift patches will be required in order to cover all seriously broken areas. This in turn will have a tendency to result in future wintertime potholes, which have a tendency to occur in the thin lift patches over such failed areas.

The state-wide average for maintenance of an asphaltic concrete pavement during 1962 was $460 per mile or less than 11 per cent of the average actual costs over the past two years. This comparison shows that it is definitely not normal wear and tear that is being experienced on this section. In fact, since this surface is less than four years old, the surface maintenance cost should be practically nil. It can, therefore, be safely said that what we are experiencing is quite abnormal.

If our difficulties are not due to normal wear and tear, the question arises--what is their cause? Standard location design and construction practices of the period when this section was located, designed and constructed were followed. This is evidenced by the fact that the Bureau of Public Roads periodically inspected the project and offered no complaint of the practices followed. Also, by inspection the laboratory reports on the materials sampled during construction show nearly all of the materials produced for construction of surfacing of this section were satisfactory. Those few reports which did not indicate the material as being suitable for use were of a borderline nature.

To determine the cause of these failures 2-foot width trenches were opened across the outside northbound lanes at Mileposts 79.64 and 83.01 on April 2 and 3, 1962. Pictures and samples were taken as well as a report made. Permeability tests and Benkelman Beam tests were made at other locations. Two sets of the pictures taken concerning the Milepost 83.01 trench are attached as are my April 6 and 8, 1962, reports concerning this trench. Laboratory reports concerning materials sampled at both trenches are also attached. Reports concerning the samples taken at the Milepost 83.01 trench show a clear and distinct pattern.

Laboratory Test	Allowable Limits	Under Left Wheel Track	Under Right Wheel Track		
			Top	Middle	Bottom
% Retained on 1" Screen	20 - 40	10.8	5.9	11.7	14.6
% Retained on ¼" Screen	55 - 70	57.8	39.6	50.1	57.3
% Passing #200 Screen	Max. of 10% of ¼" - 0 Materials	1.0	10.0	8.0	3.4
Plasticity Index	Max. of 3 - 6	9	12	13	14
Liquid Limit	Max. of 24 - 33	30	31	34	35
Sand Equivalent	35 or greater	23.8	18.5	19.5	28.5
Oregon Air Degradation:	25 or greater	25.07	22.29	25.87	24.52
Height in Inches	Max. of 1.75	7.8	4.3	9.6	8.7

All samples failed all tests or if they did pass, only by a borderline amount. On the basis that these materials were satisfactory when they were placed and are not now, there is only one conclusion that can be drawn—they have degraded. The samples taken at Milepost 79.64 also show this same degrading, only not quite so clear and distinct. The main tests that might have warned us of a degrading material—the sand equivalent and the Oregon air degradation test—were not in general use at the time of construction of this project. This is unfortunate. They might have warned us to have taken steps to upgrade these materials or selected an alternate source.

Permeability tests show five out of thirteen with no appreciable loss of water. Seven of the others ranged up to 17.5 milliliters per minute. The conclusion that might be drawn is that until the pavement starts alligatoring, it is tight enough to prevent leaking of any quantity of water into the base rock and subgrade, but once the pavement starts alligatoring it naturally allows a considerable amount of water into the base rock and subgrade accelerating degradation.

Results of the Benkelman Beam tests are contained in Assistant Engineer of Materials O. A. White's March 26, 1962, report, a copy of which is attached. More significant than that report is the following tabulation from White of recent changes in the Benkelman Beam readings at his permanent test point immediately south of the Halsey Interchange but within the limits of the subject contract:

Location			Benkelman Beam Reading in Inches	
Direction	Lanes	Wheel Track	March, 1962	Oct., 1963
Southbound	Through	Outside	0.22	0.24
Southbound	Passing	Outside	0.18	0.18
Northbound	Passing	Outside	0.18	0.18
Northbound	Through	Outside	0.22	0.24

White advises that normally deflections of pavements over sound base rock become more stable and decrease with age. In this particular case the deflections are apparently increasing with age, indicating that we do not necessarily have a sound rock base. In addition, White advises that since these deflections are increasing with age, further more serious failures can be anticipated unless halted by reinforcing the existing pavement. In other words, the section should be overlayed as soon as possible to protect and salvage as much value out of the existing surfacing as possible unless we are planning to remove the degrading materials.

Replacement is uneconomical, leaving the question of what kind and how much overlay is necessary. Some have recommended overlaying with a P.C. pavement. This undoubtedly would yield a very satisfactory wearing surface if it could be afforded. The alternate involves overlaying with asphaltic concrete pavement.

This office recommends two lifts of 3½-inch average thickness on the basis that one lift is inadequate and that three or more lifts may be unnecessary. Should more than the two lifts recommended by this office subsequently be deemed necessary, they can always be added.

Overlaying with two lifts of an average 3½-inch thickness as recommended by this office is estimated to cost $1,320,700. A copy of the detailed estimate of cost is attached for your further consideration. It is respectfully requested that every effort be made to secure such an overlay this year, as to go through another winter with potholes such as we had last winter would not be desirable. Our maintenance patching this summer may cover these existing potholes but as this patching will be thin, potholes can be expected again next winter.

As this section of the Pacific Interstate Highway was not adequately constructed to carry the present traffic load, the necessary funds should come from the Interstate Highway Trust Fund. Undoubtedly the Bureau of Public Roads, guardians of that trust fund, would consider that since the section was originally constructed to their standards, overlaying should be considered a maintenance cost. The answer, I believe, would be to resume' the above facts as follows:

We are not experiencing normal wear and tear; in fact, maintenance costs are over nine times as great as the state-wide average and greater than that if compared only to other new pavements. This abnormal maintenance we are experiencing is due to construction with an unsatisfactory degrading material that could not be deserned with tests available at the time of construction. Newer laboratory tests bear this out as well as readings with the Benkelman Beam over a period of time. These degrading materials should be replased, which is deemed uneconomical, or overlayed soon before further degradation occurs to achieve the relatively maintenance free facility the Interstate System is supposed to be. As it was never brought to such a condition to begin with, the corrections should be borne by the fund intended for providing such a facility.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. E. S. Hunter
Mr. H. C. Johnson

RECEIVED
MAR 9 - 1964
FOR FILING

L. Shaw

FORM 2-30X—30M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

2249

Salem, Oregon
February 19, 1964

SUBJECT:

To:

Mr. F. D. Morgan
Construction Engineer
Department

CONSTRUCTION DIVISION
[illegible]

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Soon after the Lebanon Road-Halsey Interchange Section of the Pacific Highway was completed and opened to traffic difficulties were experienced with the surfacing. It commenced having traffic ruts which when deep enough resulted in alligatoring which in turn broke loose and even in some cases kicked completely out. A study was made in the spring of 1962. Complete results of this study are available in our files, including pictures, laboratory tests and notes of permeability tests. Attached are copies of my April 6th and 8th, 1962 memorandums, Assistant Materials Engineer Oscar White's March 26, 1962 report and District Maintenance Superintendent Howard Johnson's October 4, 1962 report of costs to patch this Section. The permeability tests show 5 out of 13 with no appreciable loss of water. Seven of the others ranged up to 17.5 ml/min. All of these seven had some lateral loss of water. The other one lost 73 ml/min.

At the time it was decided to patch as required and postpone an overlay until the section had achieved a "set" or in some other means increased in stability. Mr. White now advises deflections have not reduced with the age of the pavement as is true with sections having been constructed with "good" rock. His permanent test sections show the opposite, or increasing deflections.

This would mean it would be of benefit to accelerate overlaying of this section presently scheduled for next year. More important, acceleration would also be of considerable value to maintenance. Over 60 potholes have developed this past winter in the northbound lanes through some of the 1962 patches. These are quite difficult to maintain in the winter and should not be allowed to occur on such an important route.

For these reasons, particularly the one of maintenance, it is respectfully requested consideration be given to rescheduling this overlay

(Continued)

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LLOYD F. [illegible]

to this year if at all possible or at least that portion between northbound mile posts 78.0 and 84.0 where the potholes are concentrated. The entire project shows some loss of aggregate in the surface which is another one of the initial stages of deterioration which should be caught before it progresses further.

Preliminary estimates of cost based on overlaying with 3½ inches of asphaltic concrete are attached. This may not be enough to achieve a permanent cure. An alternate recommendation would be to overlay with portland cement concrete pavement.

R. D. Asburry
Division Engineer

By: ORIGINAL SIGNED BY
GERALD WIMER
Gerald W. Wimer
Assistant Division Engineer

GWW:jc
Enc.
cc: Mr. E. S. Hunter
Mr. Howard C. Johnson

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Form E-69—25M—12-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Lebanon Road - Halsey Interchange
Highway
Contractor 5348
Submitted by Floyd Lacey

Contract No.

Prefix No. 4822-900
County
F. A. Project No.
Date Reported April 24,1962

REPORT ON SAMPLE OF ASPHALTIC CONCRETE CUT SAMPLE

Source of material
Sampled or inspected at Sta. 890+46.5 MP 83.01 Pac. Interstate
To be used A/C in places
Sampled or inspected by F.T.Lacey

Date received April 23,1962
Quantity represented

TEST RESULTS

Laboratory No. 590398
Data Sheet No. 94869

	Base lift	Top lift
Stabilometer Value:		
1st compaction	32	33
2nd compaction	52	45
Cohesiometer Value:		
1st compaction	537	753
Compacted Gravity:		
1st compaction	2.31	2.34
2nd compaction	2.39	2.41
Percent Voids (between particles):		
1st compaction	7.6	4.5
~~x~~2nd compaction	4.4	~~4x~~1.6

Gradation:

		Base lift	Top lift
% retained	¾	0.7	0.0
" "	½	18.7	9.8
" "	¼	21.0	24.9
" "	4	6.8	9.7
" "	10	19.4	21.1
" "	40	18.3	17.1
" "	80	4.0	5.2
" "	200	2.0	2.2
" % Passed 200		3.8	4.0
Asphalt content		5.3	6.0

Reclaimed Asphalt:	Base	Top
penetration @ 77°F	32	49
penetration @ 39.2°F	16	24
thinfilm test:		
% loss on heating	.36	.46
penetration after loss	25	35

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
xMaintenance Engineer
Bridge Engineer
Requisition Office
xDivision Engineer Walker
Resident Engineer
x Dist. Maint. Supt. F.T.Lacey
Foreman
xFiles
xTom Edwards

NOTED
TOM EDWARDS

Engineer of Materials

State Printing 40554

Form E-68- 25M-12-91

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Lebanon Road - Halsey Interchange	Prefix No.	4823-100
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by	Howard C. Johnson	Date Reported	April 24, 1962

REPORT ON SAMPLE OF ASPHALTIC CONCRETE CUT SAMPLE

Source of material	1000' No Boston Mill Rd. MP 79.64 Pac. Interstate outside N.B. Lane		
Sampled or inspected at	Source		
To be used	Asphaltic Concrete in place	Date received	April 23, 1962
Sampled or inspected by	H.C.Johnson	Quantity represented	

TEST RESULTS

Laboratory No. 590397
Data Sheet No. A-89508

Gradation:	Base	Top
% retained ¾	0.0	0.0
" " ½	10.2	6.3
" " ¼	27.2	30.5
" " 4	10.4	8.7
" " 10	18.3	17.9
" " 40	16.8	18.5
" " 80	4.5	5.0
" " 200	2.4	3.1
" passed 200	4.7	5.2
asphalt content	5.5	4.8
Stabilometer Value;		
1st compaction	28	35
2nd compaction	50	57
Cohesiometer Value:		
1st compaction	489	621
Compacted Gravity:		
1st compaction	2.37	2.31
2nd compaction	2.43	2.39

	base	Top
Percent Voids (between particles)		
1st compaction	5.2	7.6
2nd compaction	2.8	4.4
Reclaimed Asphalt:		
penetration @ 77°F	23	24
penetration @ 39.2°F	11	12
thin film test:		
% loss on heating	.64	.68
penetration after loss	18	18

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
x Dist. Maint. Supt. H.C.Johnson
Foreman
x Files
x Tom Edwards

G. W. Harris
Engineer of Materials

State Printing 40564

RECEIVED
1962
FORM E-30 50M 11-58 15890
FOR FILING

6.11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: Lebanon Road-Halsey Interchange
Field and Laboratory Tests

To:

Tom Edwards
Ass't. State Highway Engineer
Office

Attached are the results of tests made by the Materials Division on subject project. I believe that the Resident Engineer and the District Maintenance Superintendent are also submitting reports concerning conditions and situations during construction and its present condition.

In analyzing the test data there are certain conditions or criteria that should be kept in mind.

1. The Benkelman Beam tests are, in general, made at points that have not failed. Previous testing has indicated that failed points or breakup provide a condition for improvement by allowing areation and drying out. Deflection measurements on failed points indicate the results of failure and not the condition existing prior to failure. For this reason the indicated condition at the deflection test points will not correlate with a survey chart showing areas of failure.

2. Deflection measurement results signify that the pavement moved at least the indicated amount under a static 15000 pounds axle load. A dynamic deflection under a overloaded log truck may or may not be greater. Oregon and California have independently arrived at 0.020 inches as a safe maximum deflection under a static 15000 axle load. Failure is predicted on deflections above 0.030 inches. Rapid and severe failure is predicted for continuing deflections above 0.040 inches.

3. The permanent test points indicated are part of a service behavior research project which includes 32 test points on eight projects. It should be noted that the changes in base charateristics of the four test points on subject project are directly opposite the changes in all the other 28 test points.

Analysis of the test data would indicate the following conclusions;

1. There are definitely two qualities of quarry rock placed on the grade. Neither of these are good in their susceptibility to degradation but one is considerably more susceptible than the other. The distribution of the poorest rock does not appear to follow any definite pattern except that the three samples taken in the failed areas have layers of aggregate with higher susceptibility to degradation than the aggregate at the test points at the south end which has not yet failed.

2. The fact that the area of 15" base rock has failed would appear to be coincidental in that large areas having 20" base rock also failed.

3. Deflection tests show a trend for higher deflections on the outside traffic lane and a lower deflection on the passing lane. This would indicate that the greater the traffic the greater the deflection which is directly opposite previous tests on other projects which show decreased deflections with traffic and age.

4. The process of failure would appear to be heavy traffic causing deflections, even in the safe range, resulting in the movement of rock against rock and consequent degradation and production of fines which cause increased density and retention of moisture. The moisture may be free water near the top of the base lift. This condition allows higher deflections under load and the cycle is repeated with increasing intensity until failure. It may be significant that there were several cycles of rather severe freezing and thawing this last winter which may have aggravated the process.

Recommendations for permanent cure are not as simple as analyzing the cause of failure. In order to achieve a permanent cure the deflections must be reduced to the extent that degradation of the existing base does not occur. The thinnest section that would achieve this would be addition of cement treated base material with new pavement on top. This would probably be California's recommendation. The next thinnest section would be an asphalt treated base and pavement. A rather heavy layer of good quality aggregate and pavement would also effect a permanent cure.

A more expedient procedure which eventually would effect permanent cure would be the removal of a foot of base material at the points of failure as they appear and plugging with an A C mixture. This would be a continuing process to be eventually covered with an overlay. An overlay on the present condition, unless several inches thicK, will not prevent further failure at the present failed points as well as others.

O A White

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

FIELD AND LABORATORY TESTS
LEBANON ROAD - HALSEY MARCH 1962
Benkelman Beam Deflection Tests

Station	Direction	Lane	Wheel Track	Deflection Inches	Area Avg.	Condition
1410	SB	T	OW	.030	.034	Good
1412	SB	T	OW	.038		Good
1414	SB	T	OW	.038		Good
1416	SB	T	OW	.038		Good
1418	SB	T	OW	.028		Good
1420	SB	T	OW	.028		Good
1422	SB	T	IW	.022	.023	Good
1424	SB	T	IW	.024		Good
1426	SB	T	IW	.024		Good
1428	SB	T	IW	.024		Good
1430	SB	T	IW	.022		Good
1460	SB	P	IW	.020	.022	Good
1462	SB	P	IW	.024		Good
1464	SB	P	IW	.022		Good
1466	SB	P	IW	.024		Good
1468	SB	P	IW	.020		Good
1470	SB	P	OW	.016	.016	Good
1472	SB	P	OW	.018		Good
1474	SB	P	OW	.016		Good
1476	SB	P	OW	.016		Good
1478	SB	P	OW	.016		Good
1642	SB	T	OW	.026	.027	Good
1644	SB	T	OW	.026		Good
1646	SB	T	OW	.030		Good
1648	SB	T	IW	.024	.022	Good
1650	SB	T	IW	.018		Good
1652	SB	T	IW	.024		Good
1700	SB	P	IW	.024	.022	Good
1702	SB	P	IW	.026		Good
1704	SB	P	IW	.016		Good
1706	SB	P	OW	.018	.017	Good
1708	SB	P	OW	.012		Good
1710	SB	P	OW	.022		Good
Saddle Butte		15" Base Sta. 1680 - 1745				
1850	SB	T	OW	.022	.022	Good
1852	SB	T	OW	.026		Good
1854	SB	T	OW	.018		Good
1856	SB	T	IW	.018	.018	Good
1858	SB	T	IW	.018		Good
1860	SB	T	IW	.018		Good
1880	SB	P	IW	.014	.014	Good
1882	SB	P	IW	.026		On Patch
1884	SB	P	IW	.020		Patch Edge

Station	Direction	Lane	Wheel Track	Deflection Inches	Area Avg.	Condition
1886	SB	P	OW	.022		Good
1888	SB	P	OW	.020	.020	Good
1890	SB	P	OW	.018		Good
Halsey Interchange - Semiannual Test Points						
	SB	T	OW	.022		Good
	SB	P	OW	.018		Good
	NB	P	OW	.018		Good
	NB	T	OW	.022		Good
1940	NB	T	OW	.018		Good
1938	NB	T	OW	.018	.017	Good
1936	NB	T	OW	.016		Good
1934	NB	T	IW	.014		Good
1932	NB	T	IW	.014	.014	Good
1930	NB	T	IW	.014		Good
1910	NB	P	IW	.018		Good
1908	NB	P	IW	.018	.018	Good
1906	NB	P	IW	.018		Good
1904	NB	P	OW	.016		Good
1902	NB	P	OW	.020	.017	Good
1900	NB	P	OW	.014		Good
1892	NB	T	OW	.018		Good
1891+50	NB	T	IW	.016		On Patch
1891	NB	T	OW	.020		On Patch
1890+60	NB	T	OW	Base Sample		Patch
1890+50	NB	T	IW	.020		Patch Edge
1890	NB	T	OW	.024		Patch End
1889	NB	T	OW	.028		Good
1892	NB	P	OW	.014		Good
1891+50	NB	P	IW	.014		Good
1890	NB	P	IW	.026		Good
1889	NB	P	OW	.016		Good
1827+50	NB	T	OW	Base Sample		Failed Point
Saddle Butte						
1713	NB	T	OW	Base Sample		Failed Point

Backup Tests Failed Area Good at Point

				12'	10'	8'	6'	4'	2'	1'	On Point
1750	NB	T	IW	.000	.000	.000	.000	.001	.006	.016	.042
1700	NB	T	IW	.000	.000	.000	.000	.002	.004	.039	.043

Permanent Point Test Data Halsey Interchange

Avg. 4 Test Point

	Base Density	Moisture	Asphaltic Conc. Comp.	Asph.	Recl.Pen	Stab.	Coh.
Oct. 1960	87.6	5.4	94.5	5.5	34	47	
April 1961	94.5	5.8	93.8	5.4	35	52	
Oct. 1961	94.4	5.7	94.2	5.3	29	48	233
March 1962	93.7	6.1	94.4	5.6	28	47	244
Design	95		92.0	5.5	60-70	38	255

Degradation Tests

				Moisture	Depth	%Pass#20	H	S.E
Halsey Int.	T Lane	OW	SB	6.5	8"	16.7	3.1	
	P Lane	OW	SB	5.8	8"	18.8	3.0	
	T Lane	OW	NB	5.9	8"	18.7	3.2	
	P Lane	OW	NB	6.4	8"	16.1	2.0	
1890+60	T Lane	OW	NB	5.7	5¼" - 10.75"	21.89	5.4	21.1
				7.2	10.75" - 13.5"	29.85	12.4	22.0
				7.1	13.5" - 24.5"	23.97	4.6	27.9
1827+50	T Lane	OW	NB	5.5	0 - 3"	NSM	NSM	31.5
				6.6	3" - 6"	24.1	7.5	14.9
				4.6	6" - 11.5"	19.9	3.0	31.5
				4.7	11.5" - 14.5"	17.1	2.7	38.1
				7.4	14.5" - 16.5"	NSM	NSM	32.4
1713	T Lane	OW	NB	4.8	6.75" - 8.5"	NSM	NSM	21.8
				7.1	8.5" - 19.5"	22.4	4.2	18.3

No indication of subbase mud in any of the base samples.

Material from Quarry

Main Quarry North Face	18.62	2.8
1¼ - ¾ Stockpile	16.57	2.6
½ - ¼ Stockpile	16.25	2.5

Material from the South face is in process of being tested as are other sections of the quarry.

NOTED
W. C. WILLIAMS

July 10, 1961

FINAL COST ANALYSIS

Paving

Lebanon Road-Halsey Interchange
Contract No. 5388

Contractor: Warren Northwest, Inc.
Resident Engineer, D.C. King

Pacific Highway
Prefix 622-1086

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	90	Cu.Yd.	1.75	1.03	92.58	157.50
*General Excav., Unclass.	30,798.3	Cu.Yd.	0.50	0.50	15,399.15	15,399.15
*Salvaging Culvert Pipe	40	Lin.Ft.	2.00	2.00	80.00	80.00
**Metal Guard Rail	17,054.43	Lin.Ft.	2.28	2.28	38,884.10	38,884.10
1-1/2" Elec.Conduit	625	Lin.Ft.	1.50	1.21	754.34	937.50
**Guide Post, one Reflector	582	Each	3.80	3.80	2,211.60	2,211.60
**Guide Post, two Reflector	69	Each	4.20	4.20	289.80	289.80
**Guide Post, three Reflector	2	Each	5.00	5.10	10.00	10.00
**Type 2 Fence	522.76	Rod	6.10	6.10	3,188.84	3,188.84
Coarse Cr.Mat'l in Base	702,455.9	Ton	1.15	1.07	750,651.83	807,824.29
3/4"-0 Mat'l in Base	71,139.8	Ton	1.25	1.13	80,474.52	88,924.75
***Sprinkling	13,315.6	M-Gal.	1.75	1.00	13,315.60	23,302.30
Preparation of Base	11.25	Mile	175.00	215.28	2,421.97	1,968.75
3/4"-0 Mat'l in Binder Course	2,854.03	Ton	2.25	1.95	5,577.76	6,421.57
Furnish & Place Aggregate	11,110.18	Ton	2.50	2.01	22,313.20	27,775.45
RC-3 Asphalt	336.8	Ton	38.50	34.74	11,700.12	12,966.80
120-150 Asphalt	783.85	Ton	35.00	31.48	24,683.28	27,434.75
RS-1 Asphalt	240.61	Ton	39.00	33.26	8,003.16	9,383.79
Asphaltic Concrete Mix	83,068.23	Ton	2.70	2.43	202,086.66	224,284.22
60-70 Asphalt in Mix	4,670.39	Ton	32.00	28.75	134,262.50	149,452.48
Asph.Conc.Traffic Markers	1,201	Lin.Ft.	0.75	0.63	753.77	900.75
PA#1 SS-1 Emulsified Asph.	281.23	Ton	38.50	32.96	9,269.34	10,827.36
***PA#1 Furn.Wtr. & Apply Mixture	1,223	M-Gal.	2.75	2.00	2,446.00	3,363.25

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#2 Drainage	1,452.4	Cu. Yd.	1.75	1.13	1,635.27	2,541.70
**PA#3 Furnish & Place Reflectors on W1 Guide Post	582	Each	0.50	0.50	291.00	291.00
EW1 Flagging					885.73	427.04
EW2 Channel Widening					554.82	891.80
EW3 Install Culvert Pipe					218.48	270.56
EW4 Correct Subgrade					2,046.30	2,671.20
EW5 Extra Barbed Wire on Fence					450.93	459.01
EW6 Riprap					448.01	531.82
EW7 Gate Construction					649.06	649.06
EW8 Slope Repair					833.53	833.53
					1,336,883.25	1,465,555.72

Work Done By Others:
* John Luyben & Son
** J.C. Denton & Son
*** Clyde Vietzke

Material Produced for Linn County:

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Aggregates	31,244	Ton	1.076	0.735	22,977.12	33,606.70
					1,359,860.37	1,499,162.42

Gross Revenue	$ 1,499,162.42
Total Cost	1,359,860.37
Net Profit	$ 139,302.05

Net Profit equals 9.3% of Gross Revenue

DETAIL OF COSTS - Contract No. 5388

Labor:					
Labor				$ 277,320.31	
Labor Insurance				25,698.22	
Health, Welfare and Pension				8,812.59	$ 311,831.12
Materials:					
RC-3 Asphalt	336.8	Ton	@ $32.55	10,962.84	
120-150 Asphalt	783.85	Ton	@ $29.04	22,763.00	
60 - 70 Asphalt	4,670	Ton	@ $28.75	134,262.50	
RS-1 Asphalt	240.61	Ton	@ $31.16	7,497.41	
SS-1 Asphalt Emul.	281.23	Ton	@ $32.96	9,269.34	
1-1/2" Elec. Conduit	625	Lin. Ft.	@ $0.56	350.00	
Materials used on Force Account			-	260.00	185,365.09
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				422,402.93	
Equipment Rental, Hired				7,771.64	
Gas, Oil and Grease				26,564.58	
Fuel for heating A.C. Mixture				16,039.03	
Electric Power for Crushing				12,956.54	
Freight and Cartage				5,393.25	
Bond				8,565.41	
P.L. and P.D. Insurance				13,720.26	
Small Tools and Misc. Supplies				8,173.64	
Home Office and General Overhead				24,973.00	
Subcontracts				316,103.88	862,664.16
			TOTAL COST		$ 1,359,860.37

BREAKDOWN OF CRUSHING COSTS - Contract No. 5388

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	894,644.75	Ton	$ 26,930.43	$ 0.030
Drill and Shoot	894,644.75	Ton	76,109.00	0.085
Feed and Crush	894,644.75	Ton	500,096.76	0.559
Stockpile State Aggregate	863,400.75	Ton	8,146.05	0.009
Stockpile County Aggregate	31,244	Ton	1,913.58	0.061

Average cost of aggregate used on state work	$ 0.683
Average cost of aggregate for county	$ 0.735

Remarks - Contract No. 5388

This was a "Federal Aid Interstate Highway Project" calling for the construction of 11.25 miles of stone base and shoulders; 11.25 miles of asphaltic concrete pavement; Type 0-11 modified oil mat wearing surface on main highway and interchange shoulders; Type 0-11 oil mat wearing surface on county roads and frontage roads; and the installation of 17,000 linear feet of guard rail on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County. The project was bid December 9th and awarded December 11, 1958. Work started January 8, 1959 and was completed August 26, 1960.

Harding Blasting Company, having the subcontract for drilling and shooting of the quarry at $0.085 per ton, moved in and started driving coyote tunnels at the Saddle Butte Quarry January 8th and completed the main blasting of the quarry February 28th using approximately 120 tons of ammonium nitrate industrial explosive. The subcontractor had hoped this one shot would be sufficient to complete the project but the interior of the rock was such that it broke large and approximately 20% short of enough to complete the project, necessitating the subcontractor to move back at a later date to do more drilling and blasting. From this source approximately 894,644 tons of aggregate were produced.

The prime contractor started moving in and setting up his crushing plant March 4th and started crushing April 8th, working two 8-hour shifts. Very little time was lost during their crushing operation but they were hampered somewhat in their production by the oversized rock plugging the small primary jaw. The crushed material was stockpiled by a conveyor over a bank adjacent to the crusher and worked down by a D-8 and dozer. As the subgrade became dry enough, the subcontractor, John D. Werring, moved in his hauling equipment and started hauling base rock June 8th, working one 8-hour shift, and averaging approximately 5000 tons per shift with five to six 25-cubic yard train units. The subcontractor hauled rock a double shift during August, but this had to be shut down as the crusher was unable to keep enough material ahead for him to continue. As the lanes were completed from Sodom Ditch north, the prime contractor was able to place the binder course, start the asphaltic concrete paving which got under way September 9th, and continued until October 16th. This completed all the gade that was ready for paving.

Crushing and hauling of base rock continued until February 24th at which time all the base and 3/4"-0 had been placed on the main line. The crusher continued on until February 29, 1960 which completed all the crushing for this project.

The contractor moved back a small crew and started finishing the base and 3/4"-0 April 15th. As this was completed, also most of the oiling of overcrossings, county roads and binder course was completed. The contractor then moved in his paving crew, started paving May 9th, and completing all paving July 13th. Oiling of the shoulders was completed July 29th.

Remarks Cont'd - Contract No. 5388

The prime contractor having good prices and production along with low subbids on hauling of the base aggregates and asphaltic concrete was able to realize a good profit.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
FEB 10 1961
FOR FILING

I-5-4 (26) 216

6258

February 9, 1961

Mr. Walter L. Martin, Claims Department
London and Lancashire Group
Portland Service Office
610 Broadway Building
Portland 5, Oregon

Dear Mr. Martin:

We have had an investigation made as requested in your letter of January 27, regarding the use of the Lebanon Road-Halsey Interchange Section of the Pacific Highway by the public and the manner in which this traffic was controlled. As of July 21, 1960, the following are the facts as determined by our Resident Engineer, who had direct charge of the construction in this area and was on the project daily:

"The asphaltic concrete pavement was completed on this project on July 13, 1960. On July 21, 1960, the contractor was placing the 0-11 oil mat on the shoulders of both the north and southbound lanes of the freeway north of the Saddle Butte construction road. The construction road, which entered the highway from the east immediately north of the Sodom Ditch bridge, was being used by the contractor's trucks to haul oiling aggregates to the north.

"The highway was under construction and was closed to all vehicles other than those engaged in construction at that time. The freeway was barricaded where possible, consistent with the movement of construction vehicles, and at every point where it was possible for cars to enter the construction area there were signs stating that the road was closed.

"Both lanes of the freeway in this area were closed to the public at that time.

"The connecting leg in the northeast quadrant of the Halsey Interchange was marked by a standard D-501 barricade, to which was attached a standard sign reading "Road Closed". This barricade and sign were set in the northbound lane where the connecting leg entered the highway. It was not feasible to completely barricade this leg at that time, as the contractor's personnel were constructing guardrail at this interchange and were using this leg to move vehicles engaged in this work.

"There were members of the public using the highway in this area, but to the best of my knowledge they all had to go around a barricade and pass signs stating that the road was closed.

"This section of the freeway was opened to the public at 10:30 a.m., on August 3, 1960."

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper
Tom Edwards
J. D. Walker

JDW:am ms

LONDON AND LANCASHIRE GROUP

LONDON AND LANCASHIRE GROUP

THE LONDON & LANCASHIRE INSURANCE CO. LTD.
SAFEGUARD INSURANCE COMPANY

PACIFIC DEPARTMENT
332 PINE STREET - SAN FRANCISCO 4

PORTLAND SERVICE OFFICE
610 BROADWAY BUILDING
CApitol 6-7386
PORTLAND 5, OREGON

January 27, 1961

Tom Edwards
Construction Engineering
State Highway Building
Salem, Oregon

Re: Freeway Accident
Date of Accident: 7/21/60

Dear Mr. Edwards:

We respectfully request the following information if same is available from your office and if not we would certainly appreciate your advice as to where said information can be obtained.

We are investigating an accident that occurred on the Willamette Freeway July 21,1960. The scene of the accident is that portion of the freeway between Halsey and Shed where said freeway then did intersect with a construction road known as the Saddle Butte Construction Road. The highway construction people were hauling paving material from the SaddleButte hot plant to a point to the north where it was being used for the constructon of the freeway.

The construction contractors maintain that the freeway was definitely under construction and was closed to all vehicles other than those engaged in the construction even though said freeway was partially completed in this section at the time. The construction people further allege that the freeway was barricaded and that the freeway under construction was clearly marked with signs warning all vehicles to stay off the partially completed highway.

On the other hand the private passenger car operator contends that the freeway was not closed to the public on this date or if it was closed it was only the south bound side of the freeway that was closed and under construction. The private passenger car operator further contends that the access road at Halsey, Oregon was not barricaded, that the freeway was being used by members of the public and that there were no warning signs cautioning the public to stay off the freeway or advising that same was under construction.

CONSTRUCTION DIVISION
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JAN [illegible]
NOTED: ☐ ☐ ☐ ☐ ☐
UE ACE ACE OOE

As you can fore tell, the inevitable happened, an accident occurred between a gravel truck used in the freeway construction and a private passenger vehicle. The accident occurred where the SaddleButte Construction Road intersected and crossed the north bound side of the freeway.

What we need to know is whether or not the freeway, either side, was open to the public at this time or closed.

Further if the highway was closed would the access road at Halsey have been barricaded or would there have been a barricade on the north bound freeway side to the north of Halsey that would have prevented cars from proceeding into the SaddleButte area where the accident occurred.

We would also like to know if members of the public were using the highway in this area prior to its official opening and if so whether or not there were signs warning of construction.

We would be most appreciative of your help in obtaining the answers to the foregoing and would be please if you could throw any further light upon this fact situation.

Yours very truly,

Walter L. Martin
Claims Department

WIM:mcn

RECEIVED
NOV 17 1960
FOR FILING
I-5-4 (26) 21
5388

November 16, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5388 for paving the Lebanon Road-Halsey Interchange Section of Pacific Highway in Linn County was completed by the contractor, Warren Northwest, Inc., on August 26, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $44,695.98 will be released to the contractor on or after November 26, 1960. The total contract amount is $1,465,555.72, of which amount $6,734.02 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

Form E-1—(Rev.)—

I-5-4(26)216

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 24, 1960

Section Lebanon Road - Halsey Interchange

Kind of work Paving

Highway Pacific County Linn

Section prefix 622-1086

Contractor Warren Northwest, Inc.

Contract number 5388

Date of contract December 11, 1958

Specified work days 200

Date work started January 8, 1959

Work days used 189

Project authorization $1,697,742.28

Exclusive of engineering $1,577,013.94

Per cent of time elapsed 94.5 %

Estimated cost of completed project, exclusive of engineering $1,467,600

Estimated per cent XXXXXXr underrun 9.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $120,728.34

Engineering cost to date $62,300, 51.6 %

Date project was completed August 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	Oil 100 AC 100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Concrete reference monuments have been completed. Posts will be ordered from the Sign Department and set beside the monuments as soon as they are ready.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960

NOTED.. CE AOE AOE COE

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed G C King Resident Engineer

Address Room 208 Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		11.25			11.25
Miles partially completed					
Miles completed		11.25			11.25
Total estimated quantities (contract)	27,000	797,000		19,640	84,200
Total quantities corrected to date	30,798.3	773,596		15,325	83,068
Estimated quantities moved or placed to date	30,798.3	773,596		15,325	83,068
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

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SEP 11 1960
FOR FILING

1-5-4(26) 21
5388

September 13, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5388 for paving the Lebanon Road-Halsey Interchange Section of Pacific Highway in Linn County.

This payment, in the amount of $35,335.03, will be released to contractor on or after September 23, 1960. The retained percentage is $43,755.92.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

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1-54(26)216

5388

August 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1960, on Contract No. 5388, Lebanon Road-Halsey Interchange Section, in Linn County, in connection with Federal Aid Project No. I-5-4(26)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

cc: Clarence G. Swenson

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8-2-60

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Lebanon Rd.-Halsey Interchange** Highway **Pacific**

County **Linn** MP______ to MP______ Contractor **Warren Northwest**

Resident Engineer **D. C. King** Inspector______

Date Completed **July 20, 1960** Date Reported **August 2, 1960**

Type and Thickness of Wearing Surface **4" B** A. C.____ Oil Mat________ Seal.

(N,)S, E, W from MP or Sta. **Halsey Interchange**							(N,)S, E, W from MP or Sta. **Halsey Interchange**						
		Outside Lane							**Inside Lane**				
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	**Mile** ~~Tape~~	**Total** ~~Base~~	**per mi.** ~~Seal~~			Total	Per Mile	**Mile** ~~Tape~~	**Total** ~~Base~~	**per mi.** ~~Seal~~
1	750	90	90	7	587	79	1	750	89	89	7	610	79
2	1500	177	87	8	663	76	2	1500	184	95	8	689	79
3	2250	262	85	9	745	82	3	2250	275	91	9	771	82
4	3000	351	89	10	824	79	4	3000	364	89	10	851	80
5	3750	428	77				5	3750	453	89			
6	4500	508	80				6	4500	531	78			
Average Roughness Per Mile **82.4"**							Average Roughness Per Mile **85.1"**						

Remarks: ______

To 75	-	Good
75-100	-	Fair
Over 100	-	Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

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8-2-60

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Lebanon Rd.-Halsey Interchange** Highway **Pacific**

County **Linn** MP ______ to MP ______ Contractor **Warren Northwest**

Resident Engineer **D. C. King** Inspector ______

Date Completed **July 30, 1960** Date Reported **August 2, 1960**

Type and Thickness of Wearing Surface **4" B** A. C. ____ Oil Mat ______ Seal.

N, [✓ S], E, W from MP or Sta. ______ **End of PCC**							N, [✓ S], E, W from MP or Sta. ______ **End of PCC**						
		Outside Lane							**Inside Lane**				
		Roughness		Test Run On					Roughness		Test Run On		
Mile	Wheel Count	Total	Per Mile	**Mile** ~~Top~~	**Total** ~~Base~~	**per mi.** ~~Seal~~	Mile	Wheel Count	Total	Per Mile	**Mile** ~~Top~~	**Total** ~~Base~~	**per mi.** ~~Seal~~
1	750	88	88	7	575	88	1	750	86	86	7	589	90
2	1500	175	87	8	666	91	2	1500	173	87	8	683	94
3	2250	259	84	9	755	88	3	2250	254	81	9	779	96
4	3000	337	78	10	842	87	4	3000	336	82	10	875	96
5	3750	411	74				5	3750	417	81			
6	4500	487	76				6	4500	499	82			
Average Roughness Per Mile **84.2"**							Average Roughness Per Mile **87.5"**						

Remarks: ______

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED

FORM E-30X 50M 2-60 26119

53

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1960

SUBJECT: Detour Plans
US99 Freeway Termination
Halsey Interchange

To:

W. O. Widdows
Asst. Maintenance Engineer
Shops

We sent to you under separate cover three prints of temporary detour arrangement at the Halsey Interchange. This matter was discussed with Mr. L. H. Young, Construction Division, by Mr. J. Al. Head, of this office, and it was concluded that the work to be performed could be accomplished most economically and expeditiously by your caring for it.

Will you, therefore, prepare a State Force Order for accomplishing this work, charging it to Prefix No. 622-1036, Contract #5388, Lebanon Road-Halsey Section, US99. If this office can be of any further assistance to you in this project kindly advise.

You will note that we have "up-graded" the end-freeway and detour signing as this will be a termination of a freeway started in Portland and we felt it should be accorded extraordinary emphasis in signing. You will recall that we discussed with you the overlaying of "END FREEWAY 1 MILE" on the advance exit guide sign (Sign No.1) by making a diamond overlay of yellow scotchlite and then using AGA letters painted black with reflector buttons to form the message. I believe all other work is as shown on the plans.

In accord with previous discussion between yourself, the Division Office, the Contruction Office and ourselves, we are tentatively shooting at an August 1 completion date and opening of this project. Although it is understood, I will state for the record, that as much of the material presently in place at the Lebanon Road detour and in the Resident Engineer's yard is to be salvaged.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

JAH:njc
Attachments
cc: G. S. Paxson
Tom Edwards - Att.
J. D. Walker - Att.
D. C. King

A

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APR 25 1960
FOR FILING

[illegible]

5388

April 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering haul on excess material on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

Embankment approaches to the county road overcrossing at Station 1897+10 have suffered severe erosion during the winter months, particularly on the inside of curves where the superelevation caused concentration of run-off. Repair of the embankments is necessary.

The nearest source of excess material is at the Linn-West County Road, Station 1854+87. The contract stipulates that no separate payment will be made for haul of excess material but in no case will excess material be required to be moved more than 1,000 feet. The haul for material under this order is approximately 4,200 feet.

This order has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

Enc.

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FOR FILING
I-5-4(26)216

5388

April 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

RECEIVED

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering flood (or flap) gates in right of way fence on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

In accordance with right of way agreements, files R-25377 and 25043, the stream channels are to be fenced. This required additional wire below the normal fencing. High water and debris carried the additional wire out. The additional wire is necessary to confine stock during low water seasons.

In order to comply with right of way agreements and to keep the fence in place it is proposed to construct drop gates which will allow flood water and debris to go through and still retain the fencing.

The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encs.

6

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OCT 12 1959
FOR FILING

[illegible]

5388

October 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering loose riprap at culvert ends on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

During the past year, rains and high water have caused erosion at the intake ends of several culverts. It is necessary to place loose rock riprap to remedy the damage done and prevent further washing.

This work has been verbally approved by the B.P.R.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. M. Stephenson
Asst. State Highway Engineer

Encl.

DBP:cr

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JUL 31 1959

FOR FILING

I 5 4(26)216

5rr

July 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering additional wire on standard type 2 fence on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

Final judgments in condemnation proceedings for the acquisition of the properties provide that an extra strand of barbed wire be placed below the woven wire on standard type 2 fence.

The fence was placed by the grading contractor. The grading contract is done with the exception of smoothing a borrow area which is at present too wet for working. The paving contractor has some fencing in his contract and will do the work under this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br

Enc.

RECEIVED
JUL [illegible] 1959
FOR FILING

July 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering repairing soft and weak areas in the subgrade on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

There have developed weak areas in the subgrade constructed under a previous contract which must be repaired before the surfacing can be completed. Some of the weak areas were not apparent until base rock had been placed on them. Some areas will have to be dug out and backfilled with rock; other areas can be repaired by aeration.

Due to the emergency nature of the work and urgency to complete the surfacing so paving can start, the work was started July 17. Approval of this order as of that date is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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MAY 30 1959
FOR FILING

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5388

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1959

SUBJECT: Cost comparison
Interstate 5
south of Albany

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

You recently requested of me a comparison of costs of Portland Cement Concrete pavement on the North Albany-Lebanon Road Section of the Pacific Highway (Roy Houck & Sons, contractor) vs. the cost of surfacing with Asphaltic Concrete on the Lebanon Road-Halsey Section (Warren Northwest, Inc., contractor).

	P.C.C.	A.C.
Cost of 4 lanes	$136,497	$ 65,829
Cost of 4 shoulders	36,108	46,510
Total cost - 4 lanes + shoulders	$172,605	$112,339
Cost of pavement per lane/mile	$ 34,125	$ 16,457
Cost of shoulders per lane/mile	9,027	11,628
Total per lane/mile, surfacing and shoulders	$ 43,152	$ 28,085
Cost per sq. yd., pavement only	$4.85	$2.34
Cost per sq. yd., with shoulders	6.14	3.99
Increased cost per lane/mile -		
Pavement only	$ 17,668	
With shoulders	15,067	

The above includes in surfacing a strip 24 feet wide starting from the base. The A.C. pavement normally has 2 feet additional full depth on the right shoulder. This has not been included in the pavement but is included in the shoulders.

[illegible]
[illegible]

Further comparisons have been made. The soils on which the A.C. pavement is laid were poorer than those on which the P.C.C. has been laid. The P.C.C. would have cost $1,652 per mile more if the base depths were comparable.

Tom Edwards
Construction Engineer

TE:jw

RECEIVED
APR 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Salem, Oregon
April 3, 1959

Cost comparison
Interstate 5
south of Albany

Mr. Tom Edwards
Construction Engineer
OFFICE

Will you please work up a cost comparison on a per-mile- and square-yard basis of the two jobs which we have under contract on Interstate 5 southerly of Albany. I refer to the Warren Northwest job and the Houck job.

In order to get a fair comparison, we should start with the subgrade.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

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FOR FILING
I-5-4(26)216
288

April 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering a farm approach road on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

Property along the highway and Boston Mill Road was severed. Settlement for the property has not been made and no access provided for the portion severed from the farm buildings.

In order to fertilize his crop, it is necessary for the farmer to have an immediate access and work was started April 7, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

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MAR 20 1959
FOR FILING
I-5-4 [illegible]
5388

March 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering widening Butte Creek Channel on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4(26)216.

The design for the channel change of Butte Creek is for a 10-foot bottom. Observation and studies of the creek during the winter indicate that a 30-foot width will be required. Slopes are to be 1½:1.

The grading contractor has completed this portion of his grading contract and the paving contractor will do this work. It will be necessary to excavate the estimated 2,300 cu. yds. with a dragline, stockpile the material on the bank and then move it to a disposal area.

There is adequate room for the 30-foot bottom ditch under the structures.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

FORM E-30 50M 6-58 13046
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MAR [illegible] 1959
FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1959

SUBJECT: Lebanon Road-Halsey Interchange
Pacific Highway
Contract No. 5388

5388
To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Order For Extra Work #2 on subject section in the amount of $1,130.34 for widening a channel at Butte Creek, Station 1678+40, from a 10-foot bottom width to a 30-foot bottom width. There is approximately 2,300 cubic yards in this widening operation necessitated by inadequate original design. Studies during the past winter indicated that a 30-foot bottom width will be required.

This necessary widening was not included within the plans of this surfacing project. However, a bid for general excavation at 50 cents per cubic yard was included and the Bureau of Public Roads will maintain that the contractor must be paid for this excavation at bid prices. Nevertheless, this material will be more difficult to handle than the general excavation set up in the contract and may cost the contractor more than the 50 cent bid item.

The contractor will have to excavate with a dragline, stockpile material on the creek bank, and later move material to suitable disposal areas.

This is one of the two cases referred to in our letter concerning Bureau participation for work upon which unit bids have been received. The Bureau's stand, as mentioned in this letter, will be that they will participate only at the rate of 50 cents per cubic yard.

Your approval is recommended.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

[illegible] COOPER

A

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JAN 14 1959
FOR FILING

I 5 4 (26) 216

5388

January 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 8, 1959, on Contract No. 5388, Lebanon Road-Halsey Interchange Section, in Linn County, in connection with Federal Aid Project No. I-5-4(26)216.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Contract 5388

Monthly Transaction No. RECEIVED JAN [illegible] 1959	Fo[illegible]2 (8-[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. FOR FILING [illegible]S	FEDERAL-AID PROJECT AGREEMENT	County **Linn**
		Project No. **I-5-4(26)216**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Lebanon Road to Halsey Interchange, on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-24-58	11.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,660,015.00	$ 1,533,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C G Polk

By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **January 12, 1959**

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lebanon Road-Halsey Interchange Section, Project No. I-5-4(26)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lebanon Road-Halsey Interchange Section, Project No. I-5-4(26)216.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-4(26)216

LEBANON ROAD-HALSEY INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1958

Type Code 6201
Roadway (Sta. 1401+00 to Sta. 2008+00)
(Contract No. 53[illegible])

Drainage Excavation, Unclassified	90	Cu. Yds.	$ 1.75	$ 157.50
General Excavation, Unclassified	27,000	Cu. Yds.	0.50	13,500.00
Salvaging Culvert pipe	60	Lin. Ft.	2.00	120.00
Metal Guard Rail	17,000	Lin. Ft.	2.28	38,760.00
1½-Inch Electrical Conduit	700	Lin. Ft.	1.50	1,050.00
Guide Posts, One Reflector	600	Only	3.80	2,280.00
Guide Posts, Two Reflectors	80	Only	4.20	336.00
Guide Posts, Three Reflectors	3	Only	5.00	15.00
Type 2 Fence	120	Rods	6.10	732.00
Coarse Crushed Material in Base	724,700	Tons	1.15	833,405.00
3/4" - 0 Material in Base	73,000	Tons	1.25	91,250.00
Sprinkling	15,000	M-Gals.	1.75	26,250.00
Preparation of Base	11.25	Miles	175.00	1,968.75
3/4" - 0 Material in Binder Course	5,500	Tons	2.25	12,375.00
Furnishing and Placing Aggregates	12,400	Tons	2.50	32,000.00
RC-3 Asphalt	640	Tons	38.50	24,640.00
120-150 Asphalt	850	Tons	35.00	29,750.00
RS-1 Asphalt	250	Tons	39.00	9,750.00
Asphaltic Concrete Mixture	84,200	Tons	2.70	227,340.00
60-70 Asphalt in Mixture	5,050	Tons	32.00	161,600.00
Asphaltic Concrete Traffic Markers	1,100	Lin. Ft.	0.75	825.00
				$1,507,104.25
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Signing	All Required			1,000.00
	Subtotal			$1,509,104.25
	10% Engr. & Cont.			150,910.42
	Total			$1,660,014.67

Length of Roadway	11.276 Miles	
Length of 13 Structures	0.160 Mile	
Length of 1 Structure	0.060 Mile	(Exception)
Total Length	11.496 Miles	

Cost of Roadway Per Mile	$147,216.62

Federal Funds	$1,533,000.00
State Funds	127,014.67
	$1,660,014.67

State Funds for Const.: Chapter 175, Laws 1917; Chapter 32, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(26)216

LEBANON ROAD-HALSEY INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 17, 1958

Type Code 6201
Roadway (Sta. 1401+00 to Sta. 2008+00)

Drainage Excavation, Unclassified	90	Cu. Yds.	$ 3.00	$ 270.00
General Excavation, Unclassified	27,000	Cu. Yds.	0.45	12,150.00
Salvaging Culvert Pipe	60	Lin. Ft.	2.00	120.00
Metal Guard Rail	17,000	Lin. Ft.	2.75	46,750.00
1½-Inch Electrical Conduit	700	Lin. Ft.	1.50	1,050.00
Guide Posts, One Reflector	600	Only	5.00	3,000.00
Guide Posts, Two Reflectors	80	Only	6.00	480.00
Guide Posts, Three Reflectors	3	Only	7.50	22.50
Type 2 Fence	120	Rods	5.50	660.00
Coarse Crushed Material in Base	724,700	Tons	1.25	905,875.00
3/4" - 0 Material in Base	73,000	Tons	1.35	98,550.00
Sprinkling	15,000	M-gal.	2.50	37,500.00
Preparation of Base	11.25	Miles	400.00	4,500.00
3/4" - 0 Material in Binder Course	5,500	Tons	2.75	15,125.00
Furnishing and Placing Aggregates	12,400	Tons	2.75	34,100.00
RC-3 Asphalt	640	Tons	45.00	28,800.00
120-150 Asphalt	850	Tons	43.00	36,550.00
RS-1 Asphalt	250	Tons	50.00	12,500.00
Asphaltic Concrete Mixture	84,200	Tons	3.25	273,650.00
60-70 Asphalt in Mixture	5,050	Tons	38.00	191,900.00
Asphaltic Concrete Traffic Markers	1,100	Lin. Ft.	1.00	1,100.00
				$1,704,652.50
Flagging (57½% of Contractor's Costs)	All	Required		1,000.00
Signing	All	Required		1,000.00
		Subtotal		$1,706,652.50
		10% Engr. & Cont.		170,665.25
		Total		$1,877,317.75

Lebanon Road-Halsey Interchange Project No. I-5-4(26)216

Length of Roadway ————	11.276 Miles	
Length of 13 Structures ———	0.160 Mile	
Length of 1 Structure ———	0.060 Mile	(Exception)
Total Length ————	11.496 Miles	
Cost of Roadway Per Mile ———	$166,487.91	

Federal Funds ————	$1,734,000.00
State Funds ————	143,317.75
	$1,877,317.75

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JAN 1 - 1959
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COMMISSIONERS
[illegible]
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-4(26)21
5388

Dec. 31, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5388, awarded Dec. 11, 1958, for paving on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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DEC 31 1958
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I-5-4(26)216

5388

December 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5388, in connection with Federal Aid Project No. I-5-4 (26)216.

Very truly yours,

W. C. Williams
State Highway Engineer

BBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

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DEC 12 1958
FOR FILING

I-5-4 [illegible]

5388

December 12, 1958

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5388 for paving on the Lebanon Road-Halsey Interchange Section of the relocated Pacific Highway in Linn County.

This award was based on your bid of $1,507,104.25 which was the low bid submitted to the Commission on December 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

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Xre

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

I-5-4(26) .16

5388

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. ~~5388 for~~ Oregon Project I-5-4(26)216, Lebanon Road-Halsey Interchange (Paving) Section of the Pacific Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $1,507,104.25 at the December 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED
DEC 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
S. H. PROBERT

RECEIVED
NOV [illegible] 1958
~~FOR FILING~~

OREGON DISTRICT
I-5-4 (26) 216
5388

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(26)216, Lebanon Road-Halsey Interchange section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1958
FOR FILING

I-5-4(26)216
6388

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

November 18, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Lebanon Road-Halsey Section
Paving Project
Pacific Highway
Linn County
FAP-I-5-4 (26)-216

Dear Mr. Polk:

This is to advise that all necessary rights of way for the above project have been acquired.

Very truly yours,

R. L. PORTER
Right of Way Engineer

LP:zg

cc Mr. S. H. Probert
Mr. W. C. Williams ✓

RECEIVED
NOV 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

29-3410 State Office Bldg. Add'n. 1958
in Tillamook
#5389

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 23, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5389	3 F	C. J. Montag & Sons

(~~VOUCHER~~ NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15126	H248301	$5,290.59	6/23/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chepweske
ACCOUNTING DIVISION

Specified completion date: **70 workdays from December 22, 1958**

Time Extensions: **None of record**

Completion Date: **April 10, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **June 23, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUN 26 1959

NOTED ON CARD

RECEIVED
JUN 16 1959
FOR FILING
[illegible]
5389

June 16, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5389 for work performed on the maintenance building in Tillamook in Tillamook County was completed by the contractor, C. J. Montag & Sons, on April 10, 1959, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $5,290.59 will be released to the contractor after June 26, 1959. The total contract amount is $15,550.59, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Company
Edward C. Larkins Agency
Mead Building
Portland, Oregon

RECEIVED
JAN 26 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

29-3410

5389

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Jan. 23, 1959

C. J. Montag & Sons
7805 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5389, awarded Dec. 11, 1958, for addition to Tillamook Maintenance Building in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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RECEIVED
DEC 12 1958
FOR FILING

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5389

December 12, 1958

C. J. Montag and Sons, Inc.
7805 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5389 for the State Office Building Addition at the Highway maintenance yard in Tillamook in Tillamook County.

This award was based on your bid of $15,300.00 which was the low bid submitted to the Commission on December 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 24 1958
FOR FILING

29-3410

2381

Salem, Oregon
September 23, 1958

Mr. Ivan Merchant
Bridge Engineer
Office

Attached is a letter in regard to a proposed addition to the Tillamook Office building. This project has been approved so kindly proceed with the design and contracting of this addition.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

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FOR FILING
21-2410
5387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1958

SUBJECT: Tillamook Office Building

To:

P. M. Stephenson
Assistant State Highway Engineer

A short time ago the Motor Vehicle Department made arrangements to occupy one of the rooms in our Tillamook office building formerly occupied by the State Police.

In discussing the matter with them a few days after they had moved, we found that the PUC had moved into the same room with them with the result that both outfits are crowded. The PUC has one employee with a desk and letter file and does not need a large office, but crowded in with the Motor Vehicle in the single room that we had available, they are all crowded. The matter of their work is such that they would like to be close to the Motor Vehicle Department, and they requested us to study the possibility of providing a room for their use.

In discussing the matter with Mr. Walker he pointed out that we have two resident engineers at Tillamook housed in old frame shacks, one of which is 10' x 16' and the other 20' x 38'. These are old buildings which were salvaged from early CCC days and both are in a disreputable state of repair. Mr. Walker suggested that we construct an addition on the west end of the Tillamook building to provide the room desired by the PUC and also to provide room for our two resident engineers.

We have drawn on the attached sketch a possible addition to the building, 38' x 36', involving 1368 square feet which will provide a small room for the PUC, a small and a large room for the two resident engineers, and a large room for the Motor Vehicle Department. It would then be possible for the State Police to re-occupy the room which they vacated in favor of the Motor Vehicle.

Due to the fact that there is no basement, that rest rooms are already constructed, and the furnace installed, we believe the addition can be constructed for $10 per square foot, $13,680 plus contingencies and engineering $1320, or a total of $15,000.

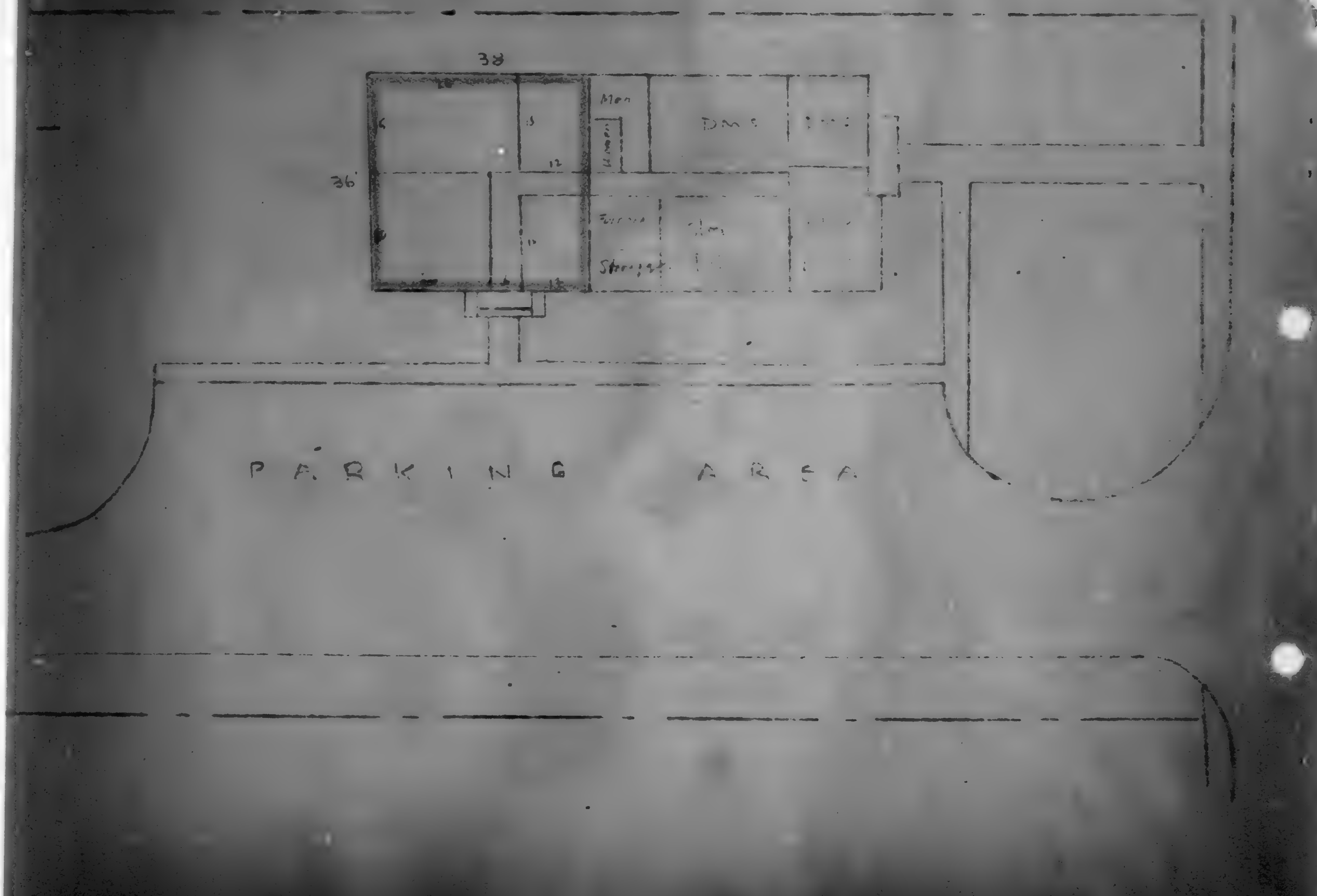
Should you believe this addition should be built we will investigate the availability of funds in this year's budget to cover the cost.

I A DeFrance

I. A. DeFrance
Maintenance Engineer

NOTED
P. M. STEPHENSON

IAD:je
Enclosure


38
36'
Men
DMS
12
Furnace
Storage
PARKING AREA

TILLAMOOK OFFICE BUILDING

Scale 1" = 20'

S-409(1) E. Birch Cr. Br.-Pearson 1958
Cr. Rd. Sec.
#5390

RECEIVED
MAR 11 1960

W. C. Williams

NOTED
W. C. WILLIAMS

A

March 7, 1960

FINAL COST ANALYSIS

East Birch Cr. Br.-Pearson Cr. Rd. Structure, Grading & Oiling East Birch Creek Road
Contract No. 5390 Contractor: K. C. Dack Construction Co. Prefix No. 530-1072
Resident Engineer: John D. Walker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	11,191.50	7,416.23	7,416.23	11,191.50
Drainage Excav., Unclass.	1,690.54	Cu. Yd.	3.50	2.09	3,518.77	5,916.89
Special Borrow Excav.	18,435.9	Cu. Yd.	0.80	0.802	14,799.12	14,748.72
General Excav., Unclass.	148,061.7	Cu. Yd.	0.44	0.378	56,020.65	65,147.15
Short Overhaul	241,641.5	Yd. Sta.	0.01	0.005	1,139.00	2,416.42
Long Overhaul	8,126.2	C-Yd. Sta.	0.30	0.141	1,149.12	2,437.47
Tractor & Grid Roller	341.25	Hour	15.00	9.84	3,365.45	5,118.75
Finish R.B. & Slopes	5.9	Mile	750.00	251.55	1,484.19	4,425.00
12" Corr. Metal Pipe	54	Lin. Ft.	3.50	3.40	183.64	189.00
24" Corr. Metal Pipe	16	Lin. Ft.	7.35	7.14	114.33	117.60
36" Corr. Metal Pipe	4	Lin. Ft.	16.60	16.06	64.26	66.40
72" Corr. Metal Pipe	8	Lin. Ft.	45.00	44.48	355.85	360.00
12" Concrete Pipe	336	Lin. Ft.	2.30	2.16	725.75	772.80
18" Concrete Pipe	1,617	Lin. Ft.	4.25	4.09	6,699.24	6,872.25
24" Concrete Pipe	270	Lin. Ft.	6.25	6,18	1,668.89	1,687.50
36" Concrete Pipe	154	Lin. Ft.	10.65	10.44	1,608.22	1,640.10
48" Concrete Pipe	152	Lin. Ft.	16.25	16.02	2,436.20	2,470.00
72" Arch Type C.M.P.	20	Lin. Ft.	39.65	39.20	784.06	793.00
Salvage Culvert Pipe	347	Lin. Ft.	5.00	4.93	1,710.33	1,735.00
6" Perf. Metal Dr. Pipe, Unctd.	100	Lin. Ft.	3.00	2.99	298.92	300.00
Special Backfill in Drains	20	Lin. Ft.	10.00	1.74	34.84	200.00
2" Galv. Water Pipe	30	Lin. Ft.	2.00	2.39	71.90	60.00
Springbox Cover	1	Each	250.00	228.41	228.41	250.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Loose Riprap	688.31	Ton	2.75	1.29	892.24	1,892.85
1"-0 Mat'l in Base	23,671.125	Ton	1.40	1.296	27,877.04	33,139.58
Sprinkling	889.8	M-Gal.	2.00	2.52	2,243.66	1,779.60
**Preparation of Base	5.9	Mile	150.00	150.00	885.00	885.00
**3/4"-0 Mat'l in Binder Crse.	1,064.26	Ton	3.05	2.09	2,223.49	3,245.99
**Furnish & Place Aggregates	4,066.6	Ton	3.05	2.29	9,331.78	13,623.13
**MC-2 Asphalt	119.11	Ton	47.00	47.00	5,598.17	5,598.17
**120-150 Asphalt	268.92	Ton	45.00	45.00	12,101.40	12,101.40
**RS-1 Asphalt	83.9	Ton	50.00	50.00	4,195.00	4,195.00
East Birch Creek Bridge:						
*Structural Excavation	218.4	Cu.Yd.	10.00	7.00	1,528.80	2,184.00
*Class A Concrete	101.3	Cu.Yd.	90.00	90.00	9,117.00	9,117.00
*Metal Reinforcement	16,345	Lb.	0.155	0.155	2,533.48	2,533.48
Force Account (State partifipation in flagging)					177.66	177.66
					$184,582.12	$219,388.80

Gross Revenue	$ 219,388.80
Total Cost	184,582.12
Net Profit	$ 34,806.68

Net Profit equals 15.8% of Gross Revenue

* Marshall Construction Co. (All)
** Russell Olson Construction Co. (All or in part)

CRUSHING BREAKDOWN - Contract No. 5390

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	29,201.98	Ton	1,471.71	.050
Drill and Shoot	29,201.98	Ton	3,125.21	.107
Feed Crusher	29,201.98	Ton	5,798.44	.198
Crushing	29,201.98	Ton	10,943.29	.374
Total Crushing Cost	29,201.98	Ton	$ 21,338.65	$ .730
Haul to Road	23,671.125	Ton	$ 2,142.39	.090
Place and Process	23,671.125	Ton	$ 3,468.33	.146
Total Crushing, Hauling, Placing and Processing	23,671.125	Ton	$ 22,866.30	$ .966

The crushing plant operated 279 hours for an average of 104.6 tons per operating hour.

DETAIL OF COST - Contract No. 5390

Labor:				
Labor and Supervision			$ 52,602.77	
Labor Insurance			4,802.20	
Health and Welfare			1,033.93	
Travel - Transportation			614.44	
Pension			144.75	$ 59,198.09
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			57,602.77	
Equipment Rental, Hired w/o operator			756.00	
Gas, Oil and Grease			4,641.58	
Bond			818.70	
Explosives			1,921.51	
Freight and Postage			77.60	
Home Office and General Overhead			5,600.00	
Move In and Set Up			1,450.00	
Small Tools and Miscellaneous Supplies			837.22	73,285.90
Materials:				
12" Corr.Metal Pipe	54 Lin. Ft.	@ $2.16	116.64	
12" Corr.Metal Bands	3 Each	@ $2.16	6.48	
24" Corr.Metal Pipe	16 Lin. Ft.	@ $4.68	74.88	
36" Corr.Metal Pipe	4 Lin. Ft.	@ $9.18	36.72	
72" Corr.Metal Pipe	8 Lin. Ft.	@ $24.43	195.44	
12" Concrete Pipe	336 Lin. Ft.	@ $1.22	410.58	
18" Concrete Pipe	1,617 Lin. Ft.	@ $2.54	4,107.18	
24" Concrete Pipe	270 Lin. Ft.	@ $3.85	1,039.50	
36" Concrete Pipe	154 Lin. Ft.	@ $6.90	1,062.60	
48" Concrete Pipe	152 Lin. Ft.	@ $11.00	1,672.00	
72" Arch Type C.M.P.	20 Lin. Ft.	@ $24.88	497.60	
72" Arch Type C.M.Bands	2 Each	@ $42.43	84.86	
6" Perf.Metal Dr.Pipe	100 Lin. Ft.	@ $0.83	83.00	
6" Perf.Metal Dr.Pipe Tees, Ells, etc.	All	@ $18.00	18.00	
2" Galv.Water Pipe	30 Lin. Ft.	@ $0.72	21.60	
2" Galv.Water Pipe Fittings	All	@ $27.17	27.17	
Spring Box Cover	1 Each	@ $48.00	48.00	9,502.25
Subcontractors and Others:				
Marshall Construction Co.			13,179.28	
Russell Olson Construction Co.			29,416.60	42,595.88
		TOTAL COST		$ 184,582.12

Remarks - Contract No. 5390

This was a "Federal Aid Secondary Project" consisting of the construction of 5.90 miles of main highway roadbed excavation, involving 148,061 cubic yards of roadbed excavation and 18,435.9 cubic yards of special borrow excavation; the construction of one reinforced concrete structure; the construction of 5.90 miles of stone base and shoulders, involving 23,671.125 tons of crushed materials; and the construction of 5.90 miles of type 0-11 oil mat wearing surface with binder course on the East Birch Creek Bridge-Pearson Creek Road Section of the East Birch Creek Road in Umatilla County.

This project was bid Novdmber 12, 1958, awarded December 11, 1958, and completed July 20, 1959.

The contractor began work on this project December 8, 1958 using one D-9 and one D-8 caterpillar dozers to open various cuts, clearing, and stripping of quarry. He also had a 977 caterpillar traxcavator excavating and backfilling for culverts.

Two DW-15's and one DW-10 caterpillar scrapers, one HD-15 Allis-Chalmers dozer, one D-6 caterpillar dozer and one #12 caterpillar grader were moved onto the project and put to work on excavation of the west end of the project. The contractor's progress was hindered somewhat by the public power and telephone poles that had not been moved as required. These poles were not removed for several weeks.

During the week of January 16th, one more DW-15 scraper, one DW-10 scraper and two TS-200 scrapers were put onto the project.

The drilling crew moved with a wagon drill and compressor and began drilling January 12th at station 310 to obtain diced material for the selected roadbed topping.

The crushing plant was moved in and set up December 29th and began crushing 1"-0 material on January 8, 1959. Crushing operations were not steady owing to numerous shut downs due to P.I. in materials, difficulties in gradation, and break downs. The plant was fed with a D-9 dozer. Crushed materials were stockpiled as sufficient grade was not available for placing.

Marshall Construction Company moved in during the week of February 13th, and began excavating for the structure on Birch Creek. Considerable difficulty was encountered by this contractor in diverting the creek away from the footings. High water took out the arch pipe culvert and flooded the work area. Sandbags were then used to keep the water away from the footings and wall forms.

Grading on the project was completed March 27, 1959 and the scrapers were used to haul the selected dice rock topping. Selected topping was completed April 3rd.

Remarks Cont'd. - Contract No. 5390

The placing of 1"-0 material was completed April 24th. The crushing of oiling aggregates was delayed because of crusher breakdowns. The crushing of aggregates was started May 25th and completed June 5th.

Russell Olson Construction Company began placing the binder on June 19th. The placing of the oil mate was started Tuesday, June 30, 1959 and completed Monday, July 6th.

The contractor made a very good profit despite the delays and bad weather encountered.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
MAR 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

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OREGON STATE HIGHWAY DEPARTMENT
(date)

November 16, 1959

S409(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5390	9 Final	K. C. Dack Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27695	96198	$ 8,342.33	11-13-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from March 1, 1959

Time Extensions: None of record

Completion Date: July 20, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 16, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 16 1959
gc

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[illegible] 1959
FOR FILING

October 30, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5390 for structure-grading-oiling the East Birch Creek Bridge-Pearson Creek Road Section of the East Birch Creek Road in Umatilla County was completed by the contractor, K. C. Dack Construction Co., on July 20, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,342.33 will be released to the contractor after acceptance by the Commission. The total contract amount is $219,388.80, of which amount $177.66 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Amerata & Schram
Mead Bldg.,
Portland 4, Oregon

A

RECEIVED
AUG 26 1959
FOR FILING

August 26, 1959

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

It is the intention of the State Highway Commission to release to K. C. Dack Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 5390, for structure, grading and oiling on East Birch Creek Bridge-Pearson Creek Road Section of East Birch Creek Road, Umatilla County.

This payment, in the amount of $8,981.63, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,527.21. The present payment will be released on or after September 8, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Amerata & Schram
Mead Building
Portland 4, Oregon

NOTED ON CAR

8/26/59
jmc

Form E-1--(Rev.)--

[illegible]
5390.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1959

Section East Birch Creek Bridge-Pearson Creek.Road
Kind of work Structure, Grading & Oiling
Highway East Birch Creek County Umatilla
Section prefix 530-1072
Contractor K. C. Dack Construction Co.
Contract number 5390
Date of contract December 11, 1958
Specified work days 90
Date work started December 8, 1958
Work days used 89
Project authorization . . . . . $ 253,230.75
Exclusive of engineering . . . . $ 235,223.23
Per cent of time elapsed 98.9 %
Estimated cost of completed project, exclusive of engineering . . . . $ 217,589.25
Estimated per cent xxxxxxxx underrun . . . . 6.7 %
Per cent of contract completed, based on estimated cost . . . . 100 %
Engineering authorization . . . . $ 18,007.52
Engineering cost to date $ 18,572.70, 103.1 %
Date project was completed July 20, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate on this project was sent in to La Grande on Tuesday of this week.

The Contractor has not as yet cleaned up his quarry site and therefore the final report on the project is being delayed until this work is done.

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed

Address Resident Engineer-Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.90	5.90		5.90	
Miles partially completed					
Miles completed	5.90	5.90		5.90	
Total estimated quantities (contract)	175,500 C.Y.	22,500 Tons		496 Tons Oil 5410 Tons Rock	
Total quantities corrected to date	166,512.1 CY	23,671.125 Tons		471.93 Tons Oil 5530.86 Tons Rock	
Estimated quantities moved or placed to date	166,512.1 CY	23,671.125 Tons		471.93 Tons Oil 5530.86 Tons Rock	
Average daily quantities					
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy-rain		
Thursday	Cloudy-rain		
Friday	Pt. cloudy		
Saturday			

RECEIVED
JUL 27 1959
FOR FILING
S 409 (1)
5390

July 27, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1959, on Contract No. 5390, East Birch Creek Bridge-Pearson Creek Road Section, in Umatilla County, in connection with Federal Aid Project No. S-409(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

Contract No. 5390

A

RECEIVED
JAN 1? 1959

FOR FILING

Monthly Transaction No.	For -2 (9-1 .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S409(1)	**FEDERAL-AID PROJECT AGREEMENT**	County **Umatilla**
5390		Project No. **S-409(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 3.4 miles south of junction with FA 30 to south end of FAS 758 (East Birch Creek Section), on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-22-58	5.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 247,603.00	Federal funds $ 153,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By __________

____
(title)

By __________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 12, 1959**

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the East Birch Creek Bridge-Pearson Creek Road Section, Project No. S-409(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FMC:bb

December 30, 1958

Mr. R. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Birch Creek Bridge-Pearson Creek Road Section, Project No. S-409(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-409(1)

EAST BIRCH CREEK BRIDGE-PEARSON CREEK ROAD SECTION
OF THE EAST BIRCH CREEK ROAD IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1958

Type Code 5231
Roadway (Sta. 1+00 to Sta. 312+31) (Contract No. 5390)

Clearing and Grubbing	All	Required		$ 11,191.50
Drainage Excavation, Unclassified	1,790	cu. yds.	$ 3.50	6,265.00
Special Borrow Excavation, Unclassified	16,600	cu. yds.	.80	13,280.00
General Excavation, Unclassified	158,900	cu. yds.	.44	69,916.00
Short Overhaul	325,000	yd. stas.	.01	3,250.00
Long Overhaul	15,000	C-yd. Stas.	.30	4,500.00
Tractor and Grid Roller	200	hours	15.00	3,000.00
Finishing Roadbed and Slopes	5.90	miles	750.00	4,425.00
12-inch Corrugated Metal Pipe	60	lin. ft.	3.50	210.00
24-inch Corrugated Metal Pipe	18	lin. ft.	7.35	132.30
36-inch Corrugated Metal Pipe	6	lin. ft.	16.60	99.60
72-inch Corrugated Metal Pipe	8	lin. ft.	45.00	360.00
12-inch Concrete Pipe	160	lin. ft.	2.30	368.00
18-inch Concrete Pipe	1,720	lin. ft.	4.25	7,310.00
24-inch Concrete Pipe	190	lin. ft.	6.25	1,187.50
36-inch Concrete Pipe	180	lin. ft.	10.65	1,917.00
48-inch Concrete Pipe	180	lin. ft.	16.25	2,925.00
72-inch Arch Type Corrugated Metal Pipe	44	lin. ft.	39.65	1,744.60
Salvaging Culvert Pipe	280	lin. ft.	5.00	1,400.00
6-inch Perforated Metal Drain Pipe	100	lin. ft.	3.00	300.00
Special Backfill in Drains	14	cu. yds.	10.00	140.00
2-inch Galvanized Water Pipe	34	lin. ft.	2.00	68.00
Spring Box Cover	1	only	250.00	250.00
Loose Riprap	2,120	tons	2.75	5,830.00
1" - 0 Material in Base	22,500	tons	1.40	31,500.00
Sprinkling	600	M-gals.	2.00	1,200.00
Preparation of Base	5.90	miles	150.00	885.00
3/4" - 0 Material in Binder Course	1,030	tons	3.05	3,141.50
Furnishing and Placing Aggregates	4,380	tons	3.05	13,359.00
MC -2 Asphalt	120	tons	47.00	5,640.00
120-150 Asphalt	290	tons	45.00	13,050.00
RS-1 Asphalt	86	tons	50.00	4,300.00
				$213,145.00
Flagging (57½% of Contractor's Cost)				100.00
	Subtotal			$213,245.00

10% Engr. & Cont.	$ 21,324.50
Total	$234,569.50

Type Code X020

E. Birch Creek Bridge (Sta. 1+75.5 to Sta. 1+99.5) (Contract No. 5390)

Structural Excavation	130 cu. yds.	$10.00	$ 1,300.00
Class "A" Concrete	90 cu. yds.	90.00	8,100.00
Metal Reinforcement	15,800 lbs.	.155	2,449.00
	Subtotal		$11,849.00
	10% Engr. & Cont.		1,184.90
	Total		$13,033.90

Length of Roadway	5.891 Miles
Length of Structure	0.004 Miles
Total Length	5.895 Miles
Cost of Roadway per Mile	$39,818.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$234,569.50	$145,000.00	$44,784.75	$44,784.75
Structure	13,033.90	8,000.00	2,516.95	2,516.95
	$247,603.40	$153,000.00	$47,301.70	$47,301.70

State Funds for Construction: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Umatilla County with the Highway Department.

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
JAN 7 - 1959
FOR FILING

2.409(1)

— 5390

Jan. 6, 1959

K. C. Dack Const. Co.
Box 642
Pendleton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5390, awarded Dec. 11, 1958, for structure, grading and oiling on the East Birch Creek Bridge-Pearson Creek Road Section of East Birch Creek Road in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

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DEC 31 1958
FOR FILING
S-409(1)
5390

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 11, 1958, on Contract No. 5390, East Birch Creek Bridge-Pearson Creek Road Section, in Umatilla County, in connection with Federal Aid Project No. S-409(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

A

RECEIVED
DEC 15 1958
FOR FILING

5409(1)

5340

December 15, 1958

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Umatilla County covering the E. Birch Creek Bridge-Pearson Creek Road Section of FAS 758, in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

A

RECEIVED
DEC 30 1958
FOR FILING

S 409 (1)

5390

Salem, Oregon
December 15, 1958

[illegible] # 397
[illegible] # 248

Maintenance & Finance Agreement
E. Birch Creek Bridge-Pearson Creek Road
S-409(1), FAS 758

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Umatilla County covering the E. Birch Creek Bridge-Pearson Creek Road Section of FAS 758.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Umatilla County.

Secretary

rn
Attach: 5

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RECEIVED
DEC 12 1958
FOR FILING

40911

5390

December 12, 1958

K. C. Duck Construction Co.
P. O. Box 642
Pendleton, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 awarded to you State Highway Contract No. 5390 for grading, oiling and bridge construction on the East Birch Creek Bridge-Pearson Creek Road Section of the East Birch Creek Road in Umatilla County.

This award was based on your bid of $224,994.00 which was the low bid submitted to the Commission on November 12, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED

FOR FILING

S-499 [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1958

To: Mr. P. M. Stephenson
OFFICE

SUBJECT: FAS Project Agreements
Umatilla County

Attached are three copies of a finance agreement covering the East Birch Creek Bridge-Pearson Creek Road Section of FAS 758 in Umatilla County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Commission on June 19, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
P. M. STEPHENSON

RECEIVED
FOR FILING
S-409 (1)

5390

ADDENDUM "A" TO LOCATION PROSPECTUS
EAST BIRCH CREEK COUNTY ROAD
FAS #758, UMATILLA COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change third sentence to read "The typical section will consist of two 11-foot running lanes with 4-foot shoulders."

Paragraph 5: Correct as per original prospectus.

Paragraph 6: Add the following sentence: "11-foot running lanes will be constructed."

Paragraphs 7 through 10: Correct as per original prospectus.

Attachment: Remove and destroy attachment to original prospectus and replace with attachment to this addendum.

August 22, 1958

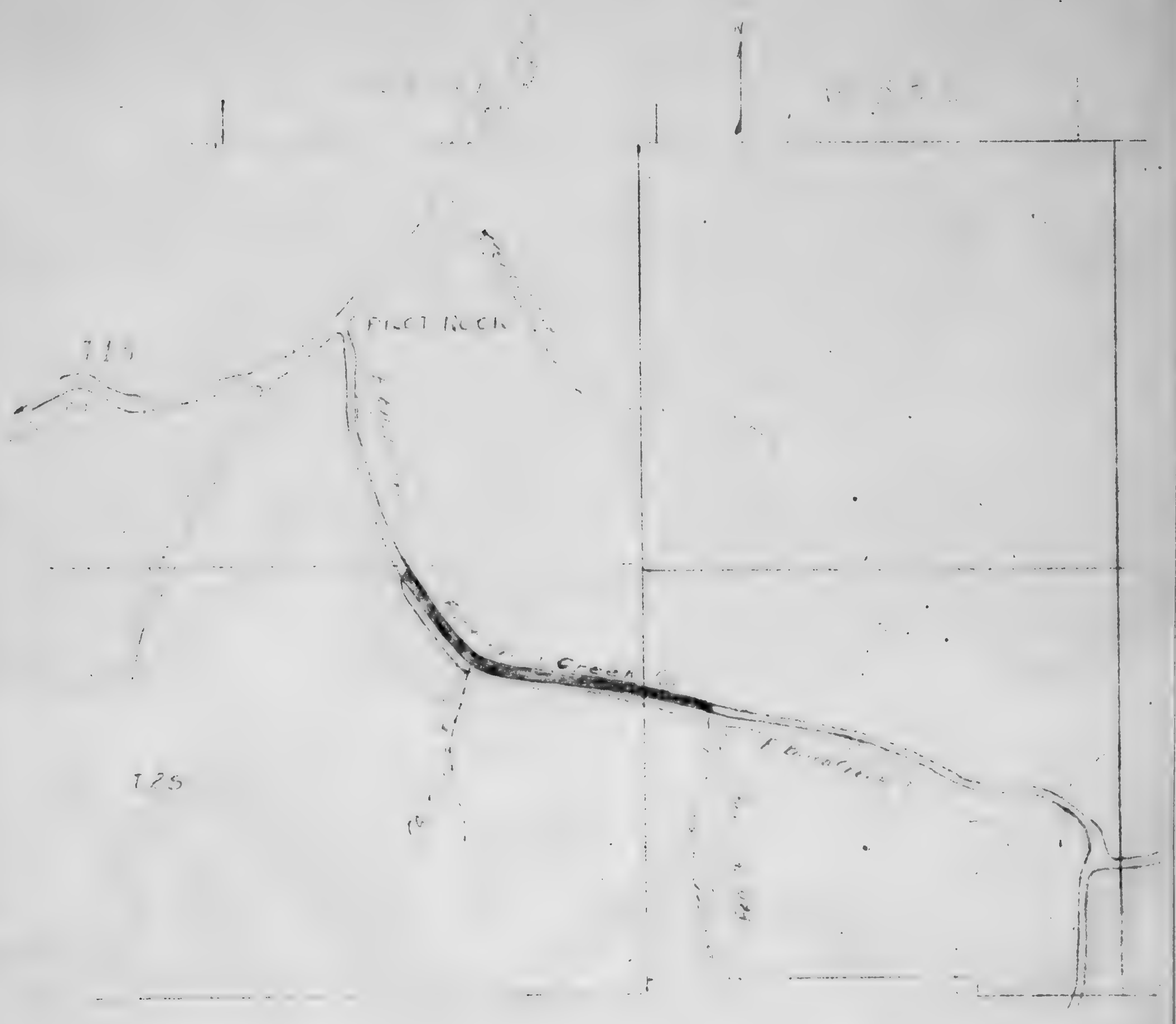
Attachment

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson
John H. Walker
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

NOTED
G. S. PAXSON

PROSPECTUS MAP
East Birch Creek Rd., FAS
UMATILLA COUNTY


T1S
PILOT ROCK
Creek
E Birch Cr
T2S

TYPICAL SECTION

8-1-55 R. L. Pearson R

RECEIVED

FOR [illegible]

S. 409(1)

5390

LOCATION PROSPECTUS
EAST BIRCH CREEK COUNTY ROAD
FAS #758, UMATILLA COUNTY

The following prospectus is submitted concerning the East Birch Creek County Road, FAS 758 in Umatilla County. The westerly terminus is at a bridge across East Birch Creek, which bridge is approximately 3.5 miles southeasterly of the town of Pilot Rock. The easterly terminus is at the Pearson Creek Road, which road is approximately 9.5 miles southeasterly of the town of Pilot Rock. The overall length of the project is 6 miles.

This will be a location survey for the purpose of preparing plans and estimates for grading and paving. The general route is that of the existing road which runs in a southeasterly direction up Birch Creek Canyon. There are no towns along the route. Runoff conditions, cultivated bottom land and irrigation contingencies require that the new alignment be along the northerly side of the canyon.

The general route is that of the existing facility. Reconnaissance has not been run. Routine soils investigation will be made. There are no special drainage problems; however, two small channel changes and considerable more drainage pipe capacity will be required. An economic analysis is not necessary.

The present ADT is 200 and the 20 year projected ADT is 300. Traffic conditions warrant a Class "E-45" highway and terrain conditions will impose a maximum grade of 6 per cent and a maximum curvature of 10 degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Dice rock topping	12 "
Crushed Aggregate	4 "
0-11 Oil Mat	1¼"
Total	17¼"

The estimated rise and fall is 450 feet and the estimated central angle is 900 degrees. The existing roadway has an estimated rise and fall of 750 feet and an estimated central angle of 1960 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated in that due to terrain conditions, it will not be practical to spiral all curves. Where room is available and terrain permits, curves will be spiraled.

This will be an unrestricted access facility. There are no interchanges or railroad crossings. The bridge at the westerly end of the project will require widening and some cattle passes will be necessary.

There are adequate sources of material along the route which will require only minor haul roads, if any. These sources will be located during the survey.

Agreements with the County will be necessary concerning right of way and material sources.

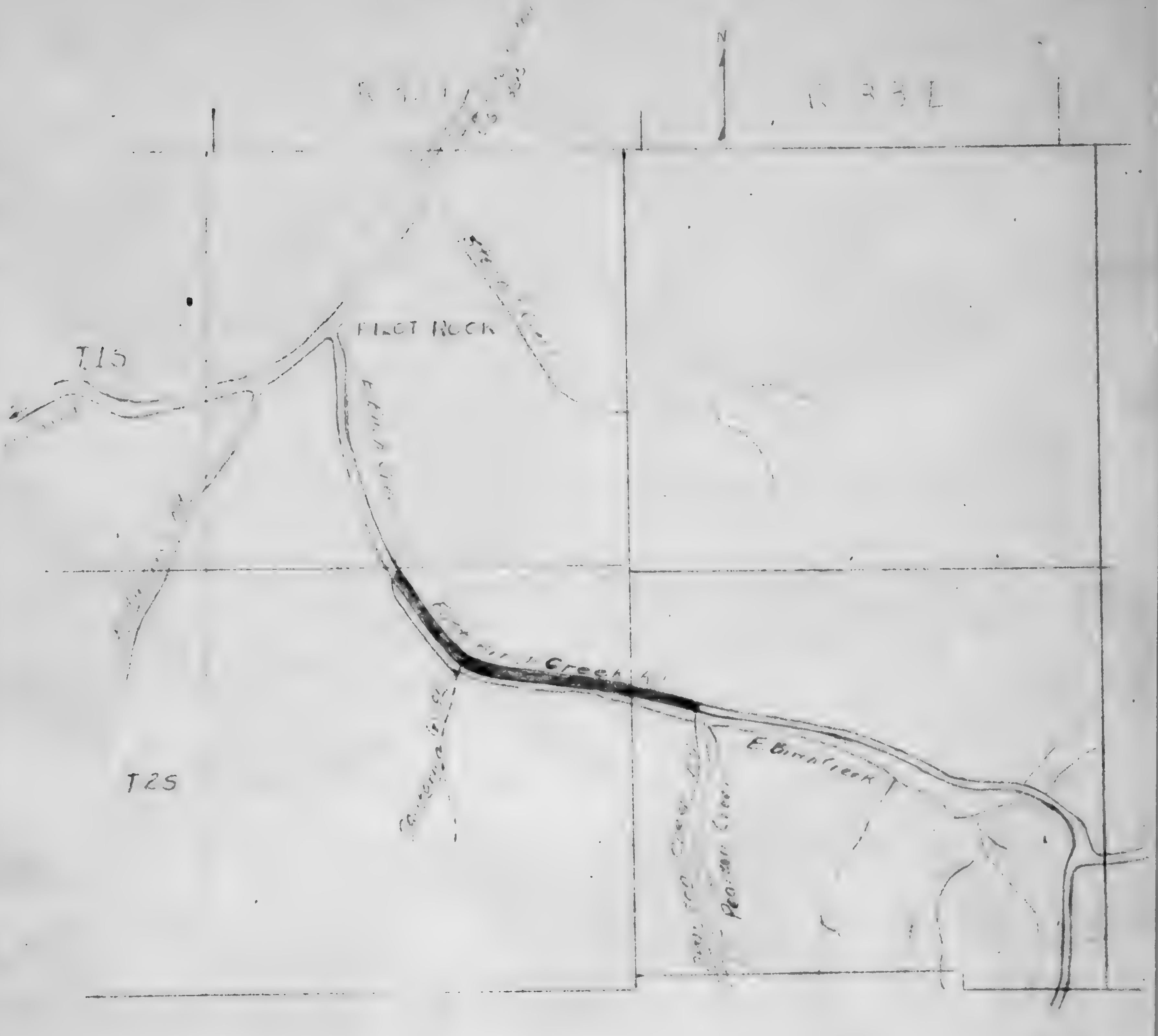
There are no State Parks in the vicinity.

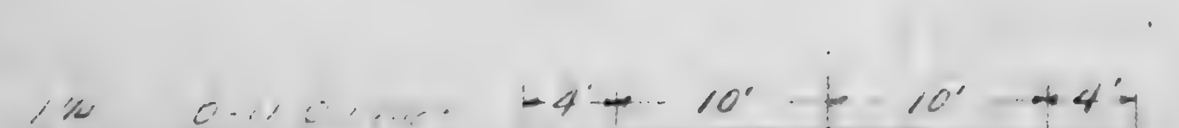
August 1, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson
John Walker
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

PROSPECTUS MAP
East Birch Creek Rd., FAS
UMATILLA COUNTY


N
R 33 E
FLAT ROCK
T1S
T2S
E. Birch Cr.
East Birch Creek Rd.
E. Birch Creek
Pearson Creek


1½" [illegible]
4" 1"-0 Crushed
12" [illegible]
4'
10'
10'
4'

TYPICAL SECTION

F-123(16) South 3rd St. (Bend) Sec. 1958
of The Dalles-Calif. Hwy.
#5391 (Grad. & Pav.)

C4A 2041 12.9.58

RECEIVED
JUN 28 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 27, 1963

5391

Mr. Bernard K. Smith
Attorney at Law
Suite 516 Oregon Bank Bldg.
Portland 4, Oregon

Re: Contract #5391 - Babler Bros., Inc.
Your File F104F-5279
Your Assured: Maurice Lyons
Date of Loss: March 1959

Dear Mr. Smith:

In accordance with our telephone conversation on Tuesday, June 25, 1963, this is to advise that your letter of June 12, 1963, has been referred to the undersigned for reply.

Pursuant to our telephone conversation, we understand that you represent an insurance carrier which has become subrogated to the rights of one Maurice Lyons, an owner of property adjacent to the work performed under the above contract. We understand that you are contemplating an action against Jack Robinson & Sons, Inc., which we assume to have been a subcontractor on this project, in connection with damage to Mr. Lyons' property.

We are enclosing herewith extracts from the diary of A. A. Fassen, who was Resident Engineer on this project, under dates of January 13, January 15, February 3 and March 9, 1959. We also enclose copies of pages 16, 17, 20 and 21 of the Standard Specifications for Highway Construction, issue of May 1, 1954, which was a part of the above contract, with Babler Bros., Inc., prime contractor.

We particularly call your attention to Articles 1.7.14, 1.7.16 and 1.8.1, with respect to the contractor's obligations respecting damage to private property by blasting or otherwise, and to the applicability of such obligations to subcontractors.

We trust that this information will be satisfactory for your purposes.

Yours very truly,
L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

NOTED
FLOYD QUERY

AHJ:ks - enc.
cc: Cecil Head
G. E. Rohde

A

RECEIVED
SEP 25 1959
FOR FILING

NOTE:
W. C. WILLIAMS

September 14, 1959

South Third Street (Bend)
Contract No. 5391

[illegible]

5391

FINAL COST ANALYSIS

Grading & Paving
Contractor: Babler Brothers
Resident Engineer: A.A. Fossen

The Dalles-Calif. Hwy.
Prefix 9-1046
Project F-123(16)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Removal of Misc. Concrete & Masonry	100%	All	2,000.00		2,521.56	3,000.00
**Drainage Excavation	121.9	Cu. Yd.	9.00	4.87	593.79	1,095.84
**General Excavation	10,049.6	Cu. Yd.	2.00	1.41	14,189.76	20,099.20
**Finishing R/B & Slopes	1.02	Mile	1,000.00	769.77	785.17	1,020.00
**8" Concrete Sewer Pipe	792	Lin. Ft.	2.50	1.25	989.74	1,980.00
**Extra for Pipe Under Pavement	299	Lin. Ft.	3.50	2.78	830.79	1,046.50
*Concrete Inlets, Type "G"	29	Each	100.00	100.00	2,900.00	2,900.00
*8" Drain Wells 25' deep	15	Each	145.00	145.00	2,175.00	2,175.00
*8" Drain Wells Below 25'	150	Lin. Ft.	5.50	5.50	825.00	825.00
*8" Steel Well Casing	119	Lin. Ft.	5.00	5.00	595.00	595.00
*Concrete Manholes	1	Each	175.00	155.60	155.60	175.00
*Concrete Curbsq	274.92	Cu. Yd.	60.00	53.57	14,726.61	16,495.20
*Class "A" Concrete	17.83	Cu. Yd.	70.00	62.83	1,120.29	1,248.10
*Metal Reinforcement	253.84	Lbs.	0.20	0.18	45.69	50.77
*Coarse Cr. Mat'l in Base	12,039.345	Ton	2.20	1.78	21,392.43	26,486.56
*3/4-0 Mat'l in Base	3,093.69	Ton	2.30	1.98	6,136.13	7,115.49
*Sprinkling	364.98	M/Gal	3.00	1.70	619.30	1,094.94
*Preparation of Base	1.02	Mile	1,000.00	768.37	783.74	1,020.00
*3/4-0 Mat'l in Binder Course	349.785	Ton	2.80	2.51	876.39	979.40
*R.C.-3 Asph. changed to PA#1 RC-2 Asph.	40.96	Ton	50.00	42.63	1,746.03	2,048.00
*Class "B" Asphaltic Concrete	6,419.935	Ton	7.50	5.66	36,325.60	48,149.51
*Class "B" Asphaltic Concrete in Walks & Driveways	470.520	Ton	10.00	8.75	4,116.01	4,705.20

Final Cost Analysis, Grading & Paving Cont'd
South Third Street (Bend) Contract No. 5391

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*RS-1 Asphalt	5.3	Ton	50.00	39.19	207.71	265.00
*Force Account					1,546.89	1,648.19
					$ 116,204.53	$ 146,217.90

	Gross Revenue	Total Cost	Profit	% Profit
*Babler Brothers	117,976.36	95,951.72	22,024.64	18.7%
**Jack Robinson & Sons	28,241.54	20,252.81	7,988.73	28.3%
	146,217.90	116,204.53	30,013.37	20.5%

DETAIL OF COST - Contract No. 5391
Babler Brothers

Labor:			
Labor		$ 14,450.87	
Labor Insurance		1,093.91	
Health and Welfare		404.00	
Pension		49.83	$ 15,998.61
Materials:			
60-70 Asph. in Cl. "B" Mix	362.66 Ton @ $25.00	9,066.50	
RC-2 Asphalt	40.96 Ton @ $28.50	1,167.37	
RS-1 Asphalt	7.37 Ton @ $27.50	202.80	
Freight on Asphalt	410.99 Ton @ $7.60	3,123.52	13,560.19
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		8,392.48	
Equipment Rental, Hired		2,615.79	
Gas, Oil, and Grease		2,240.08	
Bond		570.25	
Heating Oil and Freight		1,714.97	
P.U.C.		35.50	
P.L. and P.D. Insurance		202.31	
Freight and Cartage		860.37	
Small tools and Misc. Supplies		540.60	
Home Office and General Overhead		3,387.50	
Amount paid Duncan Brothers for Concrete Work		20,745.94	
Amount paid Cinder Hill Co., for Crushing Rock		21,492.13	
Amount paid Mr. Hearst for Drain Wells and Casings		3,595.00	66,392.92
	TOTAL		$ 95,951.72

DETAIL OF COST - Contract No. 5391
Jack Robinson

Labor:		
Labor	$ 6,886.52	
Labor Insurance	516.49	
Health, Welfare, and Pension	274.34	$ 7,677.35
Materials:		
8" Sewer Pipe 792 Lin. Ft. @ $0.60	475.20	475.20
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	8,087.09	
Equipment Rental, Hired	725.72	
Gas, Oil, and Grease	1,581.27	
Bond	214.62	
P.U.C.	37.50	
P.L. and P.D. Insurance	86.08	
Small Tools and Misc. Supplies	175.00	
Freight and Cartage	255.00	
Explosives	142.08	
Home Office and General Overhead	795.90	12,100.26
TOTAL		$ 20,252.81

Remarks - Contract No. 5391

This was a "Federal Aid Primary Project" calling for the grading and paving of 1.07 miles of highway roadbed on the South Third Street (Bend) Section of The Dalles-California Highway in Deschutes County.

The contract was bid December 9, 1958, awarded December 15, 1958; work started December 17, 1958, and the project was completed May 18, 1959.

Items #1 through #6 were subcontracted to Jack Robinson, grading contractor, at the bid prices and the clearing and excavation was started in January, 1959 with one 1-1/2 cubic yard shovel, two A.C.. scraper units, one blade, and two trucks. The subcontractor encountered less rock in the excavation than he anticipated, realizing a very good profit.

Items #8 through #10 were done by Mr. Hearst, who specializes in this type of work, at the bid prices.

The concrete work was done by Duncan Brothers, cement contractors, at bid prices less a small retainage fee for bond and supervision costs by the contractor.

The gravel was crushed by the Cinder Hill Company, rock crushing contractors, who moved in their crushing plant to state site near Tumalo. The gravel was crushed and stockpiled at the plant site, and hauled to the road and processed by the contractor.

The contractor moved in and set up his paving plant at the stockpile site near Tumalo and paving was started April 23, 1959. A total of 6890 tons of Class "B" Asphaltic Concrete was placed on this project in 80 hours, for an average of approximately 86 tons per hour which was good progress for this type of work -- all within the city.

The contractor and subcontractor had good bid prices, good equipment and supervision realizing an excellent profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

A

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SEP 11 1959
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[illegible]

539

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Project F-123(16)
City of Bend
South Third Street Section
Water Line Adjustments

Dear Sir:

Attached are copies of letters of explanation of the overrun of the estimate of the City of Bend for adjustment of water facilities on the above project. Written confirmation of the reasons for the overrun was requested by Mr. W. R. Grafe of your office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. Tom Edwards

CHB:jk fn

CITY OF BEND
Post Office Box 431 BEND, OREGON [illegible]

September 2, 1959

Oregon State Highway Department
Bend, Oregon

ATTN: Mr. A. A. Fossen
Resident Engineer

RE: S. 3rd Street Improvement

Gentlemen:

In answer to your request we will attempt to explain why the cost of moving and lowering the water mains, meters, etc., exceeded the estimate made and submitted for approval on January 19, 1959 — an estimated cost of $2,531.57.

1. The estimate was made without making an actual test of the depth of all services and mains.

2. During the replacement period the 8" main from the south end of the underpass to Miller Avenue, a distance of 284 feet was found too shallow, requiring to be lowered; when grade stakes were set at Dell Lane and South 3rd a 6" valve was checked and discovered that the top of the valve would be above the sub-grade, requiring lowering of approximately 40 feet 6" main; both projects were in solid rock and both not in the estimate made in January.

3. We underestimated the cost of moving meters and replacing meter boxes.

4. Change of grades causing extra labor in setting meter boxes.

I am sorry that the estimate was not nearer to actual cost so that you would not have the problem explaining to the Bureau of Public Roads why the cost was above the estimate.

Very truly yours,

WPDrost

W. P. Drost
Water Superintendent

WPD:ce

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend September 1, 1959

SUBJECT Contract # [illegible]
[illegible] Third St (BEND)

To Mr. C.H. Baker
Utilities Liason Engineer
Oregon State Hwy Dept
SALEM

As per your request of several weeks ago I am attaching a letter from the City of Bend Water Superintendent Percy Drost, explaining why the item Adjusting water mains on the above mentioned project was greater than had been anticipated.

In my letter to Dean Swift, Division Engineer which was submitted on May 22 1959, explaining the over and under runs on this project, I stated that " according to City of Bend Water Supt. Mr. Percy Drost this estimate was much too low. The adjusting of water mains, the lowering of lines into solid rock and the replacing of some of the watermains was much greater than anticipated."

Please note that Mr. Drost claims to have submitted an estimate on January 19, 1959, for 2531.57 but that only $1000.00 was carried in the original authorization.

In my opinion the explanation # 1 is the real reason for the great over run as we built the job as per instructions contained in the project profile.

copies to:
BPK
Gen Adm
P.L. Rate
8 Sep 59

A. A. Fossen

A.A. Fossen, Res. Engineer

cc/ Dean Swift Division Engineer

CONSTRUCTION DIVISION
RECEIVED
SEP 4 1959
NOTED

RECEIVED
1959
FOR FILING
F-125(16)

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 6, 1959

(CONTRACT NO.) 5391	(EST. NO.)	(CONTRACTOR)
5391	6 Final	Babler Bros., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18564	008861	$ 4,382.46	8/4/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 100 workdays from March 1, 1959

Time Extensions: None of record

Completion Date: May 18, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV -9 1959

NOTED ON CARD

RECEIVED
JUL 30 1959
FOR FILING

[illegible]

5391

July 17, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5391 for grading-paving South 3rd Street in Bend, on The Dalles-California Highway in Deschutes County was completed by the contractor, Babler Bros., Inc., on May 18, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,382.46 will be released to the contractor after acceptance by the Commission. The total contract amount is $146,217.90, of which amount $1,648.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
JUN 11 1959

5391

June 10, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., on contract #5391 for grading-paving South 3rd Street in Bend, The Dalles-California Highway in Deschutes County.

This payment, in the amount of $16,955.86 will be released to contractor on or after June 22, 1959. The retained percentage is $4,386.66.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 23, 1959

Section S.Third Street (Bend)

Kind of work Grading & Paving

Highway The Dalles-Calif. County Deschutes

Section prefix 9-1046

Contractor Babler Brothers Inc.

Contract number 5391

Date of contract Dec. 15, 1958

Specified work days 100 (Beg.Mar.1,1959)

Date work started Dec. 18, 1958

Work days used 55

Project authorization $ 171,954.00

Exclusive of engineering $ 159,726.16

Per cent of time elapsed 55 %

Estimated cost of completed project, exclusive of engineering $159,726.16

Estimated per cent ~~overrun~~ or underrun 2.02 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 12,227.84

Engineering cost to date $13,000.00, 1.06 %

Date project was completed May 18, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project started December 17 1958, when the contractor started the moving of crushing equipment to the gravel deposit at Tumalo. Crushing got underway December 30 and was completed March 2. Grading work started January 6 and continued intermittingley until May. Moving of utility poles started Jan. 15, completed in April. The City of Bend started the adjusting and lowering of watermains December 29 and completed work in May. Hauling of crushed base and top surfacing ran from Jan 29 to April 28, with some additional hauled in May for dressing up purposes. Drilling of the drains started Jan 29 and completed April 15. Placing of specified inlet boxes, manhole , curbs and Class A concrete structures started March 9 and was completed in May. Setting up of the paving plant began April 8, with paving beginning April 23 and being completed May 8. General cleanup etc ran to May 18. Final cleaup at the plant site near Tumalo has not been completed as the contractor has asked that he be allowed to keep the plant there for a short period. The semi-final estimate for this project was submitted to the Bend Division office on Friday, May 22.

Final Report

Signed A. A. Fossen
A.A. Fossen Res. Eng'r.

Address Bos 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

CONSTRUCTION DIVISION
RECEIVED
MAY 2[illegible] 1959
NOTED.. CF ACE ACE OOC

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	1.02		1.02	1.02
Miles partially completed					
Miles completed	1.02	1.02		1.02	1.02
Total estimated quantities (contract)	8,300 CY	15,430 T		38·T 340 T	6,660 T
Total quantities corrected to date	10,050	15,133 tons		41 T Asph 350 T Agg.	6,891 T. AC
Estimated quantities moved or placed to date	10,050	~~same~~		same	same
Average daily quantities 38 days	264	56 days 270	Clean up ect	3 days 116	10 days 689T
Average daily quantities necessary to complete project on time					
Number shifts per day			½ day		
Hours per shift			4		
Average force on project for week			3		
Men			2		
Supervision			1		
Men and trucks under 3 tons			1		
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast showers		
Monday	" "		
Tuesday	" cool		
Wednesday	Clear warmer		
Thursday	Overcast warm		
Friday	" cool		
Saturday	Clearnning		

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MAY 22 1959
FOR FILING

F123(16)

5391

A

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed May 18, 1959, on Contract No. 5391, South Third Street (Bend) Section in Deschutes County, in connection with Federal Aid Project No. F-123(16).

Very truly yours,

W. C. Williams
State Highway Engineer

CRN:mfh

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swenson

A

RECEIVED
FEB 5 1959
FOR FILING
F-123(16)
5391

February 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering testing drain wells on the South Third Street (Bend) Section of the The Dalles-California Highway in Deschutes County, Contract No. 5391, in connection with Federal Aid Project No. F-123(16).

Testing drain wells was provided for in the special provisions as extra work. The amount of $500 was included in the project authorization to cover this work.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JAN 23 1959
FOR FILING

F-123(16)

5-2-41

January 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting water services of the City of Bend on the South 3rd Street (Bend) Section of The Dalles-California Highway in Deschutes County, Project No. F-123(16):

1. Three copies of the agreement between the State and City.

2. Three copies of the City's estimate covering water line adjustments.

3. Three sets of plan sheets showing the proposed adjustments.

Approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

The item for City utility adjustments was not included in the original project agreement due to the belief that the work was all on the nonparticipating section. A portion of the work is on the F.A. section and four copies of a project agreement revised to include the utility work are also submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

Oregon State Highway Department

Federal Aid
Project No. F-123(16)

SOUTH 3rd STREET (BEND) SECTION OF THE
THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement, revised to include utility work by the City of Bend. Based on low bid prices.)

Salem, Oregon, January 21, 1959

Type Code P.E.

Preliminary Engineering	All Required		$1,000.00

Type Code 6201
Roadway (Sta. 25+00 to Sta. 56+26.62)(Contract No. 5391)

Removal of Miscellaneous Concrete and Masonry	All Required (60%)		$ 1,800.00
Drainage Excavation, Unclassified	110 cu. yds.	$ 9.00	990.00
General Excavation, Unclassified	6,070 cu. yds.	2.00	12,140.00
Finishing Roadbed and Slopes	0.67 mile	1,000.00	670.00
8-inch Sewer Pipe	880 lin. ft.	2.50	2,200.00
Extra for Pipe Under Pavement	400 lin. ft.	3.50	1,400.00
Concrete Inlets, Type "G"	20 only	100.00	2,000.00
8-inch Drain Well, 25 feet deep	9 only	145.00	1,305.00
8-inch Drain Well, Below 25 feet deep	1,120 lin. ft.	5.50	6,160.00
8-inch Steel Well Casing	110 lin. ft.	5.00	550.00
Concrete Curbs	175 cu. yds.	60.00	10,500.00
Class "A" Concrete	3 cu. yds.	70.00	210.00
Metal Reinforcement	140 pounds	.20	28.00
Course Crushed Material in Base	8,530 tons	2.20	18,766.00
3/4" - 0 Material in Base	1,830 tons	2.30	4,209.00
Sprinkling	190 M-gals.	3.00	570.00
Preparation of Base	0.67 mile	1,000.00	670.00
3/4" - 0 Material in Binder Course	232 tons	2.80	649.60
RC-3 Asphalt	26 tons	50.00	1,300.00
Class "B" Asphaltic Concrete	4,160 tons	7.50	31,200.00
Class "B" Asphaltic Concrete in Walks and Driveways	360 tons	10.00	3,600.00
RS-1 Asphalt	3 tons	50.00	150.00
			$101,067.60

Work by City of Bend	All Required		$ 1,780.00
Flagging (57½% of Contractor's Cost)	All Required		1,300.00
Test Drain Wells	All Required		360.00
Signing	All Required		700.00
		Subtotal	$105,207.60
		10% Engr. & Cont.	10,520.76
		Total	$115,728.36

Length of Roadway	0.592 Mile
Cost of Roadway Per Mile	$195,487.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	115,728.36	70,000.00	45,728.36
	$116,728.36	$70,600.00	$46,128.36

State Funds for Const.:	Chapter 175, laws 1917 Chapter 31, laws 1920 Chapter 529, laws 1939
State Funds for Maint.:	Chapter 529, laws 1939

SOUTH 3rd STREET (BEND) SECTION

Project No. F-123(16)

Estimated costs of work to be done by the City of Bend:

Labor	$1,050.09
Materials	229.17
Equipment	508.26
	$1,787.26
Use	$1,780.00

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FOR FILING
F 123 (16)

5391

When replying, refer to
08-35.5

January 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-123(16), South 3rd St.
(Bend) Section of The Dalles-California
Hwy. Adjustments of city-owned utilities,
city of Bend.

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and the city of Bend dated 1-19-59, covering adjustment of water services on the above project.

Authorization is hereby granted to proceed as of January 22, 1959 with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig Brodbent

FORREST COOPER

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

F-123(16)
When replying, refer to
08-35.4
3391

January 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-123(16)
South 3rd St. (Bend) Section
of The Dalles-California Hwy.
Adjustments of city-owned utilities,
city of Bend

Dear Sir:

In view of Paragraph 7j of PPM 30-4 and the fact that utility adjustment was not included in the P. S. & E. submission or in the project agreement estimate, your letter of January 6, 1959 requesting approval of agreement and authorization to proceed with utility adjustment is returned not approved.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Encls.

RECEIVED
JAN 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Contract No 5391

A

Monthly Transaction No.

RECEIVED
JAN 13 1959

Project Report No.

FOR FILING
7 F-123(16)
53-11

Form 2
(8-1 -57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Deschutes**

Project No. **F-123(16)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Davis St. to south city limits (Bend) on U.S. 197

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering	11-24-58	----
Rights-of-Way		▨
Construction	11-24-58	0.6
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 114,770.00	Federal funds $ 70,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 12, 1959**

USComm-DC 40257

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the S. 3rd Street (Bend) Section, Project No. F-123(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FCC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South 3rd Street (Bend) Section, Project No. F-123(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. F-123(16)

SOUTH 3rd STREET (BEND) SECTION OF THE
DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code 6201
Roadway (Sta. 25+00 to Sta. 56+26.62)
(Contract No. 5391)

Removal of Miscellaneous Concrete and Masonry	All	Required(60%) $		$ 1,800.00
Drainage Excavation, Unclassified	110	Cu. Yds.	9.00	990.00
General Excavation, Unclassified	6,070	Cu. Yds.	2.00	12,140.00
Finishing Roadbed and Slopes	0.67	Mile	1,000.00	670.00
8-Inch Sewer Pipe	880	Lin. Ft.	2.50	2,200.00
Extra for Pipe Under Pavement	400	Lin. Ft.	3.50	1,400.00
Concrete Inlets, Type "G"	20	Only	100.00	2,000.00
8-Inch Drain Well, 25 feet Deep	9	Only	145.00	1,305.00
8-Inch Drain Well, Below 25 Feet Deep	1,120	Lin. Ft.	5.50	6,160.00
8-Inch Steel Well Casing	110	Lin. Ft.	5.00	550.00
Concrete Curbs	175	Cu. Yds.	60.00	10,500.00
Class "A" Concrete	3	Cu. Yds.	70.00	210.00
Metal Reinforcement	140	Pounds	0.20	28.00
Course Crushed Material in Base	8,530	Tons	2.20	18,766.00
3/4" - 0 Material in Base	1,830	Tons	2.30	4,209.00
Sprinkling	190	M-Gals.	3.00	570.00
Preparation of Base	0.67	Mile	1,000.00	670.00
3/4" - 0 Material in Binder Course	232	Tons	2.80	649.60
RC-3 Asphalt	26	Tons	50.00	1,300.00
Class "B" Asphaltic Concrete	4,160	Tons	7.50	31,200.00
Class "B" Asphaltic Concrete in Walks and Driveways	360	Tons	10.00	3,600.00
RS-1 Asphalt	3	Tons	50.00	150.00
				$101,067.60

Flagging (57½% of Contractor's Cost)	All Required	$ 1,300.00
Test Drain Wells	All Required	360.00
Signing	All Required	700.00
	Subtotal	$103,427.60
	10% Engr. & Cont.	10,342.76
	Total	$113,770.36

Length of Roadway ——————— 0.592 Mile

Cost of Roadway Per Mile ——————————— $192,180.06

SUMMARY OF FUNDS

Description			
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	113,770.36	70,000.00	43,770.36
	$114,770.36	$70,600.00	$44,170.36

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-123(16)

SOUTH 3rd STREET (BEND) SECTION OF THE
DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 17, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 25+00 to Sta. 56+26.62)

Removal of Miscellaneous Concrete and Masonry	All	Required (60%)		$ 1,500.00
Drainage Excavation, Unclassified	110	cu. yds.	$ 5.00	550.00
General Excavation, Unclassified	6,070	cu. yds.	1.00	6,070.00
Finishing Roadbed and Slopes	0.67	mile	1,000.00	670.00
8-inch Sewer Pipe	880	lin. ft.	2.00	1,760.00
Extra for Pipe under Pavement	400	lin. ft.	3.50	1,400.00
Concrete Inlets, Type "G"	20	only	80.00	1,600.00
8-inch Drain Well, 25 ft Deep	9	only	75.00	675.00
8-inch Drain Well, Below 25 ft Deep	1,120	lin. ft.	4.00	4,480.00
8-inch Steel Well Casing	110	lin. ft.	3.00	330.00
Concrete Curbs	175	cu. yds.	55.00	9,625.00
Class "A" Concrete	3	cu. yds.	55.00	165.00
Metal Reinforcement	140	lbs.	.20	28.00
Coarse Crushed Material in Base	8,530	tons	3.15	26,869.50
3/4" - 0 Material in Base	1,830	tons	3.40	6,222.00
Sprinkling	190	M-gals.	3.00	570.00
Preparation of Base	0.67	mile	250.00	167.50
3/4" - 0 Material in Binder Course	232	tons	3.65	846.80
RC-3 Asphalt	26	tons	75.00	1,950.00
Class "B" Asphaltic Concrete	4,160	tons	8.00	33,280.00
Class "B" Asphaltic Concrete in Walks and Driveways	360	tons	9.00	3,240.00
RS-1 Asphalt	3	tons	90.00	270.00
				$102,268.80
Flagging (57½% of Contractor's Cost)	All	Required		1,300.00
Test Drain Wells				360.00
Signing				700.00
	Subtotal			$104,628.80
	10% Engr. & Cont.			10,462.88
	Total			$115,091.68

Length of Roadway	0.592 Mile
Cost of Roadway per Mile	$194,411.95

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	115,091.68	71,200.00	43,891.68
	$116,091.68	$71,800.00	$44,291.68

Oregon State Highway Department

Federal Aid
Project No. F-123(16)

SOUTH 3RD STREET (BEND) SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 2, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code 6201
Roadway (Sta. 25+00 to Sta. 56+26.62)

Removal of Miscellaneous Concrete and Masonry	All	Required (60%)		$ 1,500.00
Drainage Excavation, Unclassified	110	Cu. Yds.	$ 5.00	550.00
General Excavation, Unclassified	6,070	Cu. Yds.	1.00	6,070.00
Finishing Roadbed and Slopes	0.67	Mile	1,000.00	670.00
8-Inch Sewer Pipe	880	Lin. Ft.	2.00	1,760.00
Extra for Pipe Under Pavement	400	Lin. Ft.	3.50	1,400.00
Concrete Inlets, Type "G"	20	Only	80.00	1,600.00
8-Inch Drain Well, 25 Ft. Deep	9	Only	75.00	675.00
8-Inch Drain Well, Below 25 Ft. Deep	1,120	Lin. Ft.	4.00	4,480.00
8-Inch Steel Well Casing	110	Lin. Ft.	3.00	330.00
Concrete Curbs	175	Cu. Yds.	55.00	9,625.00
Class "A" Concrete	3	Cu. Yds.	55.00	165.00
Metal Reinforcement	140	Lbs.	0.20	28.00
Coarse Crushed Material in Base	8,530	Tons	2.50	21,325.00
3/4" - 0 Material in Base	1,830	Tons	2.60	4,758.00
Sprinkling	190	M-Gals.	3.00	570.00
Preparation of Base	0.67	Mile	250.00	167.50
3/4" - 0 Material in Binder Course	232	Tons	3.65	846.80
RC-3 Asphalt	26	Tons	75.00	1,950.00
Class "B" Asphaltic Concrete	4,160	Tons	8.00	33,280.00
Class "B" Asphaltic Concrete in Walks and Driveways	360	Tons	9.00	3,240.00
RS-1 Asphalt	3	Tons	90.00	270.00
				$95,260.30
Flagging (57½% of Contractor's Cost)	All	Required		1,300.00
Test Drain Well	All	Required		360.00
Signing	All	Required		700.00
		Subtotal		$97,620.30

Subtotal	$97,620.30
10% Engr. & Cont.	9,762.30
Total	$107,382.60

Length of Roadway ----------	0.592 Miles
Cost of Roadway Per Mile ------	$181,389.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	107,382.60	66,400.00	40,982.60
	$108,382.60	$67,000.00	$41,382.60

A

RECEIVED
JAN 12 1959
FOR FILING

F 123(16)

5391

January 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's participation of flagging costs on the South Third Street (Bend) Section of the The Dalles-California Highway in Deschutes County, Contract No. 5391, in connection with Federal Aid Project No. F-123(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JAN 7 - 1959
FOR FILING

F 123 [illegible]

5391

January 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three conformed copies of the agreement with the City of Bend in connection with constructing the South Third Street (Bend) Section of The Dalles-California Highway in Deschutes County, Project No. F-123(16), Contract No. 5391.

It will be necessary to adjust city-owned utilities on this section. Your approval of the agreement and authorization to proceed with the utility adjustments as of this date under the provisions of PPM 30-4 are requested.

Estimates and sketches covering adjustments will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

A

RECEIVED
DEC 22 1958
FOR FILING

F-123(16)

5391

December 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 17, 1958, on Contract No. 5391, South Third Street (Bend) Section, in Deschutes County, in connection with Federal Aid Project No. F-123(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
JAN 13 1959

FOR FILING

[illegible]

5391

December 15, 1958

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 accepted your proposal for grading and paving the South Third Street (Bend) Section of The Dalles-California Highway in Bend, Deschutes County, for the sum of $146,343 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5391.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 15, 1958

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland 2, Oregon

Contract for South Third Street (Bend) Section of The Dalles-California Highway in Bend, Deschutes County, for which you submitted low bid on December 9, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900
Lee Gaflin
Files ✓

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
13 1958
FOR FILING

File

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

A

When replying, refer to
F-123(16) 08-35.4-0

5391

December 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-123(16), South Third Street (Bend) Section of The Dalles-California Highway, we hereby concur as of this date in award of contract No. 5391 to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $148,348.00 at the December 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. H. PROBERT

A

RECEIVED
DEC 16 1958
FOR FILING

F-123(16)

591

December 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the South Third Street (Bend) Section of The Dalles-California Highway in Deschutes County, Project F-123(16), to Babler Bros., Inc., of Portland, Oregon, on the basis of the bid of $148,348.00 submitted on December 9, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
DEC 11 1958
FOR FILING

F-[illegible]

5391

Salem, Oregon
December 9, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2041

Cooperative Construction Agreement
South 3rd Street (Bend) Section
The Dalles-California Highway
City of Bend

Mr. C. G. Swenson
Engineer, City & County Relations
Office

488

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Bend covering South 3rd Street (Bend) Section of The Dalles-California Highway in City of Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bend, Oregon.

Secretary

rn
Attach: 1

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1958

To: Mr. P. M. Stephenson
OFFICE

SUBJECT: Cooperative Construction Agreement
South 3rd Street (Bend) Section
The Dalles-California Highway
City of Bend

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission on October 31, 1957.

This completes Assignment No. 488.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Signed by
Mr. Stephenson
11/28/58

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 53
Lloyd Query
Secretary

P

RECEIVED
DEC 10 1958
FOR FILING
F 123 [illegible]
6391

December 9, 1958

Julia S. Johnson, City Recorder
City Hall
Bend, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of a cooperative construction agreement between the State Highway Commission and the City of Bend covering South 3rd Street (Bend) Section of The Dalles-California Highway in the City of Bend.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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NOV 2[illegible] 1958
FOR FILING

OREGON DISTRICT
F-123 (16)

5391

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-123(16), South 3rd St. (Bend) Section of The Dalles-California Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
NOV 19 1958
FOR FILING
F123(16)
5211

R

NOTED
W. C. WILLIAMS

November 18, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: South Third Street Section
(Bend)
Grading and Paving Project
The Dalles-California
Highway
Deschutes County
FAP-F-123(16)

Dear Mr. Polk:

This is to advise that all necessary rights of way for the above project have been acquired.

Very truly yours,

R. L. [illegible]
Right of Way Engineer

RLP:zg

cc Mr. S. [illegible] Probert
Mr. W. C. Williams ✓

RECEIVED
NOV 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 12 1958
FOR FILING

F123-[illegible]

5311

Cross Referenced To:
Maint
Traffic &
Hwy. Light

Salem, Oregon
November 10, 1958

MEMO TO FILE:

Estimated cost of
Third Street project
in Bend (US97)

Cross Referenced To:
Maint
Traffic &
Channel.
Bend

Attached is the arithmetic in connection with the proposed project on Highway 97 in Bend (Third Street).

As the Bureau of Public Roads would not cooperate on that portion of the project northerly from the railroad underpass, it has been proposed that financing will be as shown on the attached tabulation under the heading, "Split Job", with the State's participation estimated at $60,311.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

Total cost of project	$173,465
North of track	57,159
South of track	116,306
25 per cent participation	43,370

Full Participation

Cost	$173,465	
	60	
	$104,079	Bureau of Public Roads
	69,386	
	43,370	City
	$ 26,016	State

Split Job

North	$ 57,159	
	43,370	City
	$ 13,789	State
South	$116,306	
	60	
	$ 69,784	Bureau of Public Roads
	46,522	State

Total cost to State	$46,522	
	13,789	$ 60,311

$ 69,784	Bureau of Public Roads
60,311	State
43,370	City
$173,465	

file copy

RECEIVED
SEP 17 1958
FOR FILING
C. F-123 (16)
5341

Cross Referenced To:
W. C. WILLIAMS
[illegible]
Traffic
[illegible]
Bend

When replying, refer to
08-35.2

September 4, 1958

Cross Referenced To:
District
Traffic
[illegible]

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of August 25, concerned program Item 279, Franklin Ave. to South City limits in Bend.

The present A.D.T. for this portion of highway is approximately 8000. Using an expansion factor of 2.0 this would place the 20 year traffic at 16,000 vehicles per day. Using a 70% directional factor, and 12% of A.D.T for D.H.V., this gives approximately 1340 vehicles per lane per hour.

The maximum practical capacity for uninterrupted flows under ideal traffic and roadway conditions of a two-lane - two way road is 1500 passenger cars per hour. This capacity will be reduced, by the restricted lateral clearance at the underpass, restricted sight distance at underpass, the percentage of trucks and the grades of the roadway.

We believe that a reasonable practical capacity for the two-lane facility to be about 1200 vehicles per hour. Based on these data we recommend that the underpass be widened to a four-lane facility. However, we will consider approving this project as stage construction provided that the section north of the underpass is left as a 2-lane section pending the ultimate conversion of the underpass to a four-lane facility. In order to provide a worthwhile improvement we suggest that the project be extended south a distance approximately equivalent to the section to be deleted north of the underpass.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Edwards
Copy to [illegible]

RECEIVED
AUG 28 1958
FOR FILING
F-123(11)
5391

[illegible]

Cross Referenced To:
Maint
Traffic S
Channel.
Bend

August 26, 1958

Cross Referenced To:
Maint
Traffic S
Hwy. Light.

Mr. W. T. Thompson
City Manager
Post Office Box 431
Bend, Oregon

Dear Mr. Thompson:

Your letter of August 5, 1958 addressed to L. H. Young has been referred to me for reply.

This project has been delayed due to our being unable to secure approval of the Bureau of Public Roads for programming the work. Additional information was requested by the Bureau of Public Roads (which has now been furnished), and should it approve the project it can be contracted some 30 to 60 days after it is cleared by the Bureau.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. G. Swenson

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone EV 2-4211

August 5, 1958

L. H. Young
Ass't Construction Engineer
State Highway Department
Salem, Oregon

Dear Mr. Young:

I wish to thank you for sending, to the attention of John Eaton, our City Engineer, a set of the preliminary plan and profile sheets on Bend's South Third Section of the Dalles-California Highway.

We would appreciate very much receiving one more set of plans for the use of our Water Department in moving the hydrants on South Third.

Very truly yours,

W. T. Thompson

W. T. Thompson
City Manager

WTT/ce

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OREGON
STATE HIGHWAY COMMISSION

CONSTRUCTION DIVISION
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FOR FILING

F-930( )

5351

August 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Replying to your letter of August 4, 1958 regarding the programming of Item 279, Franklin Avenue to South City Limits in Bend, I give you the following information:

The project was set up on a two-lane basis at the railroad underpass, as our traffic counts indicate that there is an average daily traffic of approximately 8,000 in this vicinity. Using a factor of two, this traffic would increase to 16,000, average daily traffic 1975. The section of highway underneath the railroad tracks, due to the heavy cut in rock, could have no access point in this area; thus, it, in effect, becomes a free-flowing facility. A free-flowing two-lane facility in an urban area should carry this volume.

The highway on both sides of the underpass has considerable turning movement into both streets and driveways of abutting property. This turning movement reduces the capacity of the highway to the point that two lanes are not sufficient to carry traffic in these areas.

We have made an estimate of cost for four-laning the underpass section, and the construction and right-of-way cost for this work would run in excess of $400,000. It is my opinion that an expenditure of this nature is not warranted when it is not necessary to carry the expected traffic in this area.

I would request that you reconsider this project in the light of the data presented herein and consider this letter a request for approval as submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Deputy State Highway Engineer

DJB:fp FC:me
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert

FORM R.E-30 50M 6-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1958

SUBJECT: South Third Street
Franklin Avenue-South City Limits
Bend

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached is a Rough Draft of a letter to Mr. Polk showing, in my opinion, justification for the construction of the subject project as designed.

I recommend that the letter be transmitted to Mr. Polk for his consideration.

Tom Edwards
Construction Engineer

DJB:fp

Attachment

RECEIVED
22 1958
OFFICE OF
ENGINEER

FORREST COOPER

RECEIVED
FILING

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone EV 2-4211

Cross Referenced To:
Maint
Traffic &
Channel.
Bend

Cross Referenced To:
Maint
Traffic &
Hwy. Dist.

F123 (16)

5391

August 22, 1958

Cc

C. G. Swenson
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

I am sending you a copy of a letter signed by L. H. Young, Assistant Construction Engineer and dated August 1, 1958. If you will note in the last paragraph of his letter "Our present tentative schedule is to call for bids to be opened on this project on August 19, 1958."

It is quite apparent that on August 19, 1958, bids were not opened or contracts let on the South Third Street project. I have had no official notification from the State Highway Department as to why this was not accomplished. Due to the fact that the City of Bend is to assess to the affected property owners on the project the cost of the curb and gutter, or 25% of the cost of the project, and our resolution of intent was published some months ago, I think it would be quite apparent to you that I have received more than a few inquiries from our local people.

Since I have talked to numerous State Highway officials and have received no satisfactory answer which can be given to our local press and radio, our local governing body and the people on the street, I would appreciate your office acquiring a satisfactory explanation that could be used.

It has been my policy in the past to have such announcements come out under the signature of W. C. Williams, State Highway Engineer, rather than from a local level and would just as soon continue this practice in the future, however, in this case I would appreciate some advice on how the local people should be advised of the present status of our South Third Street improvement.

Very truly yours,

W T Thompson
W. T. Thompson
City Manager

RECEIVED
AUG 25 1958

NOTED
FORREST COOPER

WTT/ce
encl.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 1, 1958

City of Bend
City Hall
Bend, Oregon

Preliminary Plan and Profile
Bend (S. Third Street) Section

Attention Mr. John Eaton

Gentlemen:

We are sending to you under separate cover a preliminary set of plan and profile sheets for the Bend (S. Third Street) Section of The Dalles-California Highway in Deschutes County.

Our present tentative schedule is to call for bids to be opened on this project on August 19, 1958.

Very truly yours,

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Dean Swift

RECEIVED
JUN 26 1958
FOR FILING
F123 ([illegible])
5391

Cross Referenced To:
Maint
Traffic S
Channel
Bend

June 25, 1958

Cross Referenced To:
Maint
Traffic S
Hwy. Light

821
6244

Mr. W. T. Thompson
City Manager
City of Bend
Bend, Oregon

Dear Sir:

We are happy to have the information in your letter of June 11 that Dan Mirich proposes a curb setback along Lot 1, Block 24, Center Addition to the City of Bend.

At the time of construction, this matter will be taken up with Mr. Mirich by Division Engineer Swift and a solution agreeable to all parties will be reached.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift

Mr. Swift:
Please work this out on construction.

TE:AR hi

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone EV 2-4211

11 June 1958

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Department
Salem, Oregon

ATTN: Forrest Cooper, Deputy State Highway
Engineer

Gentlemen:

With reference to the proposed widening of South Third Street in Bend, Oregon, I wish to inform you that the City and Antone Fossen of your division office have both been contracted by Dan Mirich, owner of the Circle Cafe, 201 E. 3rd Street, Bend, Oregon. Mr. Mirich has a suggestion in regard to the curb, gutter and sidewalk as it will affect Lot 1, Block 24, Center Addition to the City of Bend, Oregon.

While we realize this job, when done, will be let out to a contractor, Mr. Mirich's suggestion may have some merit, in that he proposes a two-foot inset for the 140 foot length of Lot 1, which would give 66 instead of 64 foot width to Third Street at the intersection.

It is our suggestion that whoever is in charge of the engineering for the State Highway Department at the time the contract is let, contact Mr. Mirich to see if his suggestion would prove beneficial to both the State and the abutting property.

Very truly yours,

W. T. Thompson

W. T. Thompson,
City Manager

[illegible]

WTT:dmt

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2[illegible] 1958
FOR FILING

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[illegible]

Cross Referenced To:
Maint
Traffic S
Channel
Bend

April 25, 1958

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Cross Referenced To:
Maint
Traffic S
Hwy. Right

Dear Governor Holmes:

I am pleased to give you the following information relative to the improvement of Third Street between Franklin Street and the south city limits of Bend, being a portion of US97.

The Highway Commission, on October 31, 1957, approved an allocation of $150,000 of federal-aid funds to be matched by certain city funds. The contract for this work will be let as soon as the regular federal-aid funds are released this year, which we are now told will be about July 1 or shortly thereafter.

We are well along with our plans so that if the funds are released in July we may soon thereafter be able to call for bids. If you desire further information in regard to this matter, we will be most pleased to furnish the same.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

NOTE:
W. C. WILLIAMS

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

ROBERT D. HOLMES
GOVERNOR

April 24, 1958

Mr. W. C. Williams
State Highway Engineer
Highway Building

Dear Dutch:

While in Bend the other day, I had a conversation with Wally Thompson and Jack Dempsey, one of the City Commissioners, regarding the allocation of money for the improvement of Third Street, north and south of Franklin Street in Bend.

They told me that this was turned down by the Highway Commission before the Federal Government put up additional money and they were wondering if there was any chance with the new national program being modified that this might be considered further in view of the fact that they stated "this was practically promised last Spring".

I understand that there is approximately $178,000 involved in this improvement with the city to pay one-fourth. I would appreciate your comments at your earliest convenience in order that I can further notify the parties at Bend.

Sincerely,
Bob
Robert D. Holmes
Governor

RDH hb

RECEIVED
APR 25 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 7 1958
FOR FILING
F-123 (16)
[redacted] 5391

P

April 4, 1958

Mr. Charles Lender
Cascade Motor Court
846 So. Third Street
Bend, Oregon

Dear Sir:

With reference to the construction schedule for the widening of US97 from Franklin Street southerly, advise that the awarding of a contract will depend upon the time of release of the federal highway funds. This project has been approved by the Highway Commission, and it is believed that a contract may be let in the fall of 1958, with a completion date of probably August or September, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

CASCADE Motor Court

46 So. Third Street
U. S. Highway 97
Bend, Oregon

Recommended By AAA
and Duncan Hines

Phone EV 2-2612 For Reservations

April 2,1958.

REFERRED TO
W.C. Williams
BY SECRETARY

W. C. WILLIAMS

Mr. Chas.H.Reynolds,Chairman
Oregon State Highway Commission
Salem,Oregon

Dear Mr. Reynolds:

Last September I came to Oregon from New York City and acquired title to the Cascade Motor Court, located on Highway 97 South in Bend.

At that time I wasadvised that it was imminent that this Highway would be four-laned from Franklin Street to the city line. Naturally, with a motel in this location, I would be interested to see this happen, as it would not only improve the appdarance of the motel, but would eliminate the dust clouds which come swirling down the unpaved portion of this road.

Recently I noted in a Portland newspaper that appropriation had been made to four-lane this part of Highway 97 South. I would liketo ask you when this construction is actually scheduled to commence and be completed?

I would appreciate a reply from you on this matter very much and certainly hope that it contains an early construction date.

Sincerely yours,

Chas. Lender

Charles Lender

cl r

RECEIVED
MAR 17 1958
FOR FILING

F 123(1)

5341

March 14, 1958

Mr. W. T. Thompson
City Manager
Bend, Oregon

Dear Mr. Thompson:

In reply to your letter of March 12, I wish to advise that, while it is true that funds have been allocated by the Highway Commission for the South Third Street project, this work is contemplated under the 1960 federal-aid program, moneys for which are not as yet available nor do we know when this money will be available. We have been informed by the Bureau of Public Roads that these funds will not be released until January 1, 1959; however, there is considerable maneuvering in Washington at the moment to have this date advanced to sometime in August or September. Nothing definite is known at this time; therefore no commitments as to date of construction can be made.

Referring to Third Street north of Franklin, I must advise that no funds are allocated, nor has this project been considered for financing by the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

CITY OF BEND

Post Office Box 431
BEND, OREGON
Telephone EV 2-4211

12 March 1958

W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

We have been reading with interest, recent news releases in regard to the State Highway Department's receiving some advanced aid to help stabilize the unemployment trend.

There is a lot of local interest in the status of Highway #97 through Bend. The widening of South Third Street from the City limits, north to Franklin Avenue has been, as you and I both know, held up for a considerable period of time, mostly due to lack of finance. The City is financially able to take care of their share of the cost at any time and we are asking at this time that if any funds, not previously planned on, become available for your department that the South Third Street improvement be expedited. I would also like to stress at this time that the City of Bend wishes Third Street from Franklin Avenue, north, completed as soon as possible.

The Pacific Telephone & Telegraph Co. and the Pacific Power and Light Co. both seem reluctant to move their pole lines on South Third at this time, due to the fact that nothing definite has been given them on a date for the letting of the South Third Street job. I would appreciate it very much if, as soon as a definite schedule for letting the job is established, we could be informed so that we could give orders to the utility companies involved on South Third Street that they had a definite time limit on when the utilities would have to be moved.

Very truly yours,

W. T. Thompson

W. T. Thompson,
City Manager

NOTED
FORREST COOPER

cc: Dean Swift
Division Engineer
State Highway Depatment
Bend, Oregon

RECEIVED
MAR 13 1958
OREGON
STATE HIGHWAY COMMISSION

WTT:dmt

RECEIVED
JUL 21 1957
FOR FILING

Bend

2391

Cross Referenced To:
Maint
Traffic S
Outward
Bend

Cross Referenced To:
Maint
Traffic S
Hwy Light

July 10, 1957

Mr. W. T. Thompson
City Manager
City of Bend
Post Office Box 431
Bend, Oregon

Dear Sir:

This will acknowledge your letter of July 5 in which two subjects are brought up. The first refers to a request of the City of Bend for a survey of an alternate route for US97 northerly from Franklin Avenue to a junction with the existing highway somewhere northerly of the Bend city limits. This survey will be made when crews are available, probably starting after the close of the construction season this year. In order that there may be no misunderstanding, it should be noted that no funds have been appropriated for this construction project, nor is it included in any of the current highway programs. The purpose of the survey would be to determine a feasible route and the cost of construction.

Referring to the project on Third Street from Franklin Avenue to the south city limits, our present estimate of cost is $178,226.40. I enclose a detail estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. H. B. Glaisyer
Mr. Tom Edwards

FC:me fn

ESTIMATE

BEND (SOUTH THIRD STREET) SECTION

Grading and Paving

Deschutes County

April 1957

ITEM	QUANTITY	UNIT PRICE	AMOUNT
1. Drainage Excavation, Unclassified	205 cu. yds.	$ 4.00	$ 82[illegible]
2. General Excavation, Unclassified	7,900 cu. yds.	.60	4,740.0[illegible]
3. Finishing Roadbed and Slopes	1.08 Mile	1,000.00	1,08[illegible]
4. 12-inch Corrugated Metal Pipe	790 Lin.Ft.	3.50	2,7[illegible]
5. Concrete Catch Basins	25 Each	70.00	1,7[illegible]
6. 8-inch Drain Well, 25 Feet Deep	10 Each	55.00	[illegible]
7. 8-inch Drain Well, Below 25 Ft. Level	1,500 Lin.Ft.	2.50	3,7[illegible]
8. 8-inch Well Casing	150 Lin.Ft.	2.00	[illegible]
9. Concrete Curbs and Concrete Gutters	620 cu. yds.	50.00	31,[illegible]
10. Concrete Walks	772 sq. yds.	3.75	2,89[illegible]
11. Concrete Retaining Walls	17 cu. yds.	55.00	[illegible]35.[illegible]
12. Concrete Stairs	2 cu. yds.	55.00	110.0[illegible]
13. Coarse Crushed Material In Base	7,600 cu. yds.	2.35	17,860.00
14. 3/4"-0 Material in Base	1,580 cu. yds.	2.65	4,187.0[illegible]
15. Sprinkling	520 M-gal.	2.50	1,300.00
16. Preparation of Base	1.08 Mile	500.00	540.0[illegible]
17. 3/4"-0 Material in Binder	280 cu. yds.	4.00	1,120.00
18. RC-3 Asphalt in Binder	50 Ton	50.00	2,500.00
19. Asphaltic Concrete Mixture	8,300 Ton	5.00	41,500.00
20. 85-100 Asphalt in Mixture	580 Ton	40.00	23,200.00
21. RS-1 Asphalt	45 Ton	60.00	2,700.00
22. Asphaltic Concrete Walks	365 Ton	8.00	2,920.00
			$148,522.00
Engineering and Contingencies, 20%:			29,704.[illegible]
		TOTAL:	$178,226.[illegible]

ESTIMATE

BEND (SOUTH THIRD STREET) SECTION

Grading and Paving

Deschutes County

April 1957

ITEM	QUANTITY	UNIT PRICE	AMOUNT
1. Drainage Excavation, Unclassified	205 cu. yds.	$ 4.00	$ 820.00
2. General Excavation, Unclassified	7,900 cu. yds.	.60	4,740.00
3. Finishing Roadbed and Slopes	1.08 Mile	1,000.00	1,080.00
4. 12-inch Corrugated Metal Pipe	790 Lin.Ft.	3.50	2,765.00
5. Concrete Catch Basins	25 Each	70.00	1,750.00
6. 8-inch Drain Well, 25 Feet Deep	10 Each	55.00	550.00
7. 8-inch Drain Well, Below 25 Ft. Level	1,500 Lin.Ft.	2.50	3,750.00
8. 8-inch Well Casing	150 Lin.Ft.	2.00	300.00
9. Concrete Curbs and Concrete Gutters	620 cu. yds.	50.00	31,000.00
10. Concrete Walks	772 sq. yds.	3.75	2,895.00
11. Concrete Retaining Walls	17 cu. yds.	55.00	935.00
12. Concrete Stairs	2 cu. yds.	55.00	110.00
13. Coarse Crushed Material In Base	7,600 cu. yds.	2.35	17,860.00
14. 3/4"-0 Material in Base	1,580 cu. yds.	2.65	4,187.00
15. Sprinkling	520 M-gal.	2.50	1,300.00
16. Preparation of Base	1.08 Mile	500.00	540.00
17. 3/4"-0 Material in Binder	280 cu. yds.	4.00	1,120.00
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21. RS-1 Asphalt	45 Ton	60.00	2,700.00
22. Asphaltic Concrete Walks	365 Ton	8.00	2,920.00
			$148,522.00
Engineering and Contingencies, 20%:			29,704.40
		TOTAL:	$178,226.40

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone 1880

July 5, 1957

Cooper

The Oregon State Highway Commission
Salem, Oregon

ATTN: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

The Bend City Commission did, at its regular meeting on July 3, 1957, authorize me, as City Manager, to request the Highway Commission to have a survey conducted of East Third Street from Franklin Avenue north to the City Limits in Bend, Oregon. It is their wish that the same type of construction be used north of Franklin Avenue as has been drawn up in the plans and specifications for the widening and improvement of South Third Street from Franklin Avenue south to the City Limits. The improvement then, would consist of four 12-foot lanes, two 8- foot parking strips - one on each side of the Highway, and the curb and gutter. An overpass would also be needed as well as possible control lights at the Franklin Avenue intersection and also at the intersection of Third Street and Highway No. 20 or Greenwood Ave.

It is the wish of the Bend City Commission that after such a survey is complete and a cost estimate is available that the improvement be budgeted and programed so that it could be completed as soon as possible with the understanding that the City of Bend would pay one-fourth of the cost of the project.

At your convenience I would appreciate receiving an estimate of our cost of the improvement of the South Third Street project so that we may pass a Resolution of Intent to Improve, and have that portion of the legal formality out of the way before the job is let.

Very truly yours,

W. T. Thompson

W. T. Thompson,
City Manager

WTT:dmt

NOTED
FORREST COOPER

RECEIVED
JUL 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1957
FOR FILING
[illegible]
531

Cross Referenced To:
Maint
Traffic S
Channel
Bend

Salem, Oregon
July 5, 1957

Cross Referenced To:
Maint
Traffic S
[illegible]

Mr. W. C. Williams
State Highway Engineer
BUILDING

This note is simply to remind you to send to Mr. Thompson, City Manager of Bend, a copy of your estimate of cost to improve Third Street from Franklin Street to the south city limits. The City wants the information for assessment purposes. I think the project is estimated to cost approximately $189,000.

Secretary

HBG/dp

STATE HIGHWAY COMMISSION MEETING

Delegation City Mgr. of Bend re widening of US97 between Franklin St. and the south city limits. (Agenda Item 4K)

Date June 28, 1957

Time 1:30 p.m.

Name	City or Town	Capacity
1. T. Walter/Thompson (spokesman)	Bend	City Mgr.
2. L. R. Shields	"	City Commissioner
3. T. D.Sexton	"	" "
4 Vern Larson	"	" "
5 Frank Loggan	"	C of C

NOTED
H. B. GLAISYER

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone 1880

June 25, 1957

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Williams: Re: S. 3rd Street Improvement
Bend, Oregon.

With reference to the above captioned matter I note, as have many other people within the City of Bend, including my own City Commissioners, that in a recent news release and public statement you stated a formal application for the said improvement had only been made some five or six weeks ago.

The above statement made by you has placed me in a highly embarrassing position inasmuch as I had thought and had stated that all had been done by the City of Bend that was necessary for the commencement of the project at your convenience.

I would appreciate hearing from you by letter at your early convenience what you meant by the above statement, just what is the formal application that the City of Bend fell short in making and what constituted the formal application that finally was made according to your news release. At this point I owe an explanation to the City Commission and the people of the City of Bend.

Sincerely yours,

W. T. Thompson

W. T. Thompson,
City Manager

e/j

Above answered verbally at time of Bend delegation appearance before Highway Comm on June 28th

WCW.

RECEIVED
JUN 26 1957
OREGON
STATE HIGHWAY COMMISSION

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone 1880

June 25, 1957

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Williams:

Re: S. 3rd Street Improvement
Bend, Oregon.

With reference to the above captioned matter I note, as have many other people within the City of Bend, including my own City Commissioners, that in a recent news release and public statement you stated a formal application for the said improvement had only been made some five or six weeks ago.

The above statement made by you has placed me in a highly embarrassing position inasmuch as I had thought and had stated that all had been done by the City of Bend that was necessary for the commencement of the project at your convenience.

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Sincerely yours,

W. T. Thompson

W. T. Thompson,
City Manager

e/j

Above answered verbally at time of Bend delegation appearance before Highway Comm on June 28th
WCW.

RECEIVED
JUN 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1957
FOR FILING

Cross Referenced To:
Maint
Traffic S.
Channel
Bnd

Cross Referenced To:
Maint.
Traffic S.
Hwy. Light

June 21, 1957

Oregon State Highway Commission

Gentlemen:

On April 6, 1956, a letter was received from the City of Bend in which the City requested the Highway Department to "....make a survey and draft plans for the improvement project on South Third Street from the south city limits northerly on U. S. 97 to Franklin....". In response to this, Mr. Baldock directed a letter to you, on April 24, 1956, recommending a location survey over the section in question, stating, in effect, that the City wished to construct curbs and sidewalks on the Franklin Street-South City Limits section and that it was essential that the placing of curbs and sidewalks be to the proper elevation and location. The record does not indicate a cooperative project was contemplated prior to the submission of the letter of request by the City of Bend.

The matter of improvement of Third Street (the section referred to above) was discussed informally at a meeting held March 30, 1956, with City Manager Walter Thompson, Mayor Taylor, and others, the State being represented by Division Engineer Dean Swift and Assistant Traffic Engineer Al Head. The matter of four-laning this section was discussed, and the Bend officials were told that the procedure would be for them to make an official request in writing to the State Highway Commission; hence their letter of April 6, 1956.

The Commission approved making the survey, which has now been completed and a cost estimate compiled, the estimate being $400,000.

On May 13, 1957, a letter was directed to the Highway Commission by the City in which it requested that the entire project, consisting of construction, curbs and gutters, and pavement widening be undertaken, with the City agreeing to pay one-fourth of the cost.

It would appear that there has been some misunderstanding, as it was never contemplated that a project of this magnitude be undertaken by the Highway Commission at the present time, nor can I recommend to you that the project be undertaken, as we do not have funds at this time.

While the project has some merit and should be considered in the future, I recommend that we inform the City that if it wishes to construct the curbs and gutters it may do so, with it being clearly understood that there is no obligation on the part of the State to complete the improvement. The street carries approximately 8,500 vehicles per day at Franklin Avenue and 4,900 vehicles per day at the south city limits and should be improved at some time in the future; however, the project contemplated does not include four-laning the Great Northern underpass, which bottleneck should eventually be removed, the cost of which would be substantial.

As stated above, I do not believe that the State should undertake the project at this time but attempt to include it in a future program as a federal-aid urban project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. F. B. Crandall

FC;me fn

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone 1880

agenda file
N.O.A

13 May 1957

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Confirming my telephone conversation with Mr. Williams on May 9, 1957, I wish to call attention to the last paragraph of my letter dated April 6, 1956, which said that anything that could be done to expedite the plans for widening and improving the highway would be appreciated.

That letter referred to the widening and improving of South Third Street in Bend from Franklin Avenue south to the City limits and it was the intent of the local governing body and still is, that it should be made a four-lane highway with curbs and gutters. At a later date in talking to State Highway Officials in Salem, it was agreed that it would be more desirable to have the curb and gutter and also the pavement done in one package and the City of Bend has agreed to pay one-fourth of the cost of the improvement.

Your division office has completed plans and specifications for this job and it is my understanding that the package is now in your Salem office ready to be presented to the State Highway Commission for its approval. The City of Bend is in a financial position whereby it is able to take care of its share of the cost. Anything that can be done to expedite the improvement would be greatly appreciated by the City of Bend and myself. I would appreciate receiving the approval of the Highway Commission in the form of a proposal which could be signed by the local authority and returned to you so that the job could be programed and let within the coming paving season.

Title to Comm.
for act.

Very truly yours,

W T Thompson

W. T. Thompson,
City Manager

WTT:dmt

RECEIVED
MAY 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1956
FOR FILING

FORM E-30X—50M—11-55—90228

Cross Referenced To:
Maint
Traffic Safety
Planned
Bend

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1st, 1956

Cross Referenced To:
Maint
Traffic Safety
Hwy Right

SUBJECT: 3rd Street in Bend

To: Mr. Dean Swift
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

The Highway Commission at its meeting April 26-27, 1956 approved a survey of 3rd Street in Bend from Franklin to the south city limits for the establishment of grades for the street section and curbs. The approved amount for the survey is $6,600.00.

Any improvement that is done is to be made by the City at its own expense. Our work consists of the establishment of grades, curbs etc. only. Please submit the necessary order and proceed with the work.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
MAY 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1957
FOR FILING

Cross Referenced To:
Maint.
Traffic S
Channel
Bend

Cross Referenced To:
Maint.
Traffic S
Hwy. L.

Salem, Oregon
April 29, 1957

Widening - South Third
Street, Bend

Mr. W. C. Williams
State Highway Engineer
Office

Mr. Walter T. Thompson, City Manager of Bend, was in my office today inquiring as to when the State intended to contract the South Third Street (Franklin Avenue-south city limits) project in Bend.

A review of our files does not indicate that any such project has been considered by the Highway Commission. A file contains some correspondence alluding to the project and a letter by Mr. Baldock to the Commission dated April 24, 1956 in which he requests and receives approval to make a survey at a cost of $6,600, "....so that the curbs and sidewalks constructed by the City will be of proper elevation....". The estimated cost of the project is $180,000, and it is not in any program.

Mr. Thompson seemed to feel that they had some sort of a commitment. I told him that the matter would be referred to you for clarification.

Forrest Cooper
Deputy State Highway Engineer

FC:me

ECEIVED
APR 25 1956
FOR FILING

F-123(16)

5391

April 24, 1956

Oregon State Highway Commission

Gentlemen:

The City of Bend, by assessment against local property owners, is desirous of constructing sections of curb and sidewalk on Third Street from its junction with Franklin Street to the south city limits of Bend. This is the routing of US97.

The construction of curbs and sidewalks will decrease the ultimate cost of widening the highway to a four-lane facility, and we should make a survey of this section so that the curbs and sidewalks constructed by the City will be of proper elevation and location.

The estimated cost of the survey is $6,600, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Forrest Cooper
Mr. J. M. Cattrall
Mr. C. B. Nelson

WCM:mo fn

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1956

SUBJECT: Traffic Signal Agreement
Franklin Avenue & Third Street
City of Bend

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the installation of a flashing beacon and channelization of the intersection of Franklin Avenue and Third Street in Bend.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

For Commission action

APPROVED
ASST STATE HIGHWAY ENGINEER
Date Apr 18 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-26-56 Minute Page 33
Lloyd Query
Secretary

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1955
FOR FILING

FORM E-30X—50,000—10-54—79484
[illegible]

5391

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29th, 1955

SUBJECT:

To: Mr. J. D. Barbee
Urban Engineer

W. C. WILLIAMS

I hand you herewith copies of letters from Dean Swift and W. T. Thompson, City Manager of Bend, which letters are self-explanatory.

Will you please confer with Mr. Crandall and work out the details of a conference to go over this matter at some convenient date near August 10th, as suggested by Swift. After an investigation, please give us a report and recommendation.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc. 2

cc to: W. C. Williams ✓
Dean Swift
F. B. Crandall

RECEIVED
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 26, 1955

[illegible]

W. C. WILLIAMS

To Mr. [illegible]
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed find letter from R. [illegible] Thompson, City Manager of Bend, relating to problems concerning traffic movements at South Third and Franklin Streets, and establishing widths of streets on highways 97 and 20 for future installation of curbs. The first problem, I imagine, would come under the Traffic Department, and the second problem would possibly have to do with Mr. [illegible]. I am wondering if it would be possible for the Salem Engineers interested to meet with myself and Mr. Thompson about August 10th in Bend regarding these matters.

Very truly yours,

DEAN SWIFT
Division Engineer

DS:ne
Enc.

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone 1330

2[illegible] July 195[illegible]

Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Dear Mr. Swift:

At a City Commission meeting on July 2[illegible], 195[illegible], I was asked to contact your Department in regard to the intersection at East Third and Franklin Avenue in Bend. We actually consider this intersection quite a hazard to traffic and would appreciate very much the cooperation of your Engineering Department in working with the City. Sometime after August the [illegible]th, 195[illegible], if arrangements could be made, I would appreciate a member or two of your Engineering Department to call on me and with the help of the Chief of Police we will attempt to explain to you what we are up against on that intersection. In the meantime the Pacific Power and Light Co. has offered to make a survey of the corner as far as illumination is concerned merely to help Bend and help us out with our problem.

[illegible] Highway in Bend [illegible] also [illegible] Highway as it comes through [illegible] and the North [illegible] Drive, now known as the Cascade Lakes Highway, we have streets without curbs. It's our thought that when your Engineering Department representative is here, I would appreciate their aid in establishing a width that the street [illegible] paved and, [illegible] the City and the property owners [illegible] install the curb, the State would pave from curb to curb. The width is an important item and I feel that you and the men who might be able to help us should get together and then, after a width is established, the property owners can be contacted by the City or some interested party and an agreement worked out satisfactory to all concerned.

I am writing you this letter, [illegible] instead of calling you, due to the fact that I am leaving tomorrow [illegible] and hope to see you [illegible].

Very truly yours,

W. T. Thompson
W. T. Thompson
City Manager

signed in his absence
by [illegible] Johnson
Recorder

WTT:mac

NOTED
WARFIELD

I-80N-3(7) Rowena-Chenoweth Cr. Sec. 1958
74 of Col. R. Hwy. (Grading)
#5392

RECEIVED
NOV 28 1960
FOR FILING

[illegible]

5392

November 25, 1960

Ryan and Ryan
Attorneys at Law
Equitable Building
Portland 4, Oregon

Attention: Mr. Thomas H. Ryan

Gentlemen:

This is to acknowledge your letter of November 18 concerning Rogers Construction Company Contract No. 5392 for grading the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

Our Construction Division has informed us that McWaters Construction Co., P. O. Box 1955, Boise, Idaho, did some subcontract work for Rogers Construction Company on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

THOMAS H. RYAN
JOHN D. RYAN

JAMES J. KENNEDY

CAPITOL 7-0493

RYAN AND RYAN
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

November 18, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query

Dear Mr. Query:

We have your letter of September 7, 1960 addressed to Mr. Thomas A. Mitchell, Attorney at Law, in Coeur D'Alene, Idaho.

We have undertaken to represent his client in Oregon as service cannot be made in Idaho against this defendant.

We note that Rogers Construction, Inc. is the prime contractor. I do not know if your records would reflect any sub-contractors in this matter. If they do, we would appreciate their names and such of those as would be doing excavation work and using excavation equipment.

It may be that you cannot give us this information, but we would appreciate hearing from you immediately in this regard.

Yours very truly,

Thomas H. Ryan

Thomas H. Ryan
RYAN & RYAN

THR:ck

#5392
Sub-
McWaters Constr. Co.
P.O. Box 1055
Boise, Idaho
(Constr-Div. lean)

Cec, please prepare reply
FQ

RECEIVED
NOV 21 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
1-80N-3(7)74
5342

(9-22-59) UNITED STATES G ERNMENT

U.S. DE RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE October 17, 1960

By: DMEmrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-3(7)74
Supplemental Agreement dated October 13, 1958
File No. 20415

Reference is made to the supplemental agreement dated October 13, 1958 between Oregon-Washington Railroad and Navigation Company and its lessee, the Union Pacific Railroad, and the State of Oregon. This supplemental agreement implements the original agreement between the same parties dated April 9, 1953.

We are approving the above mentioned supplemental agreement subject to the condition that the agreement will not be interpreted in any way as permitting the Oregon-Washington Railroad and Navigation and its lessee, the Union Pacific Railroad or other public utility companies to have or gain direct access, either ingress or egress, to the adjacent railroad right-of-way from the main travelled way of the Columbia River Highway (Interstate Route 80N) and that access to said right-of-way from the main travelled way of said highway be absolutely prohibited, either by vehicle or foot.

Paxson
Edw

RECEIVED
OCT 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER
FORREST COOPER

G. S. PAXSON

RECEIVED
SEP - 8 1960
FOR FILING

[illegible]

5392

September 7, 1960

Mr. Thomas A. Mitchell
Attorney at Law
316 Elder Building
Coeur D'Alene, Idaho

Dear Mr. Mitchell:

This is to acknowledge your communication of September 2 requesting the contractor's name who was working on US 30 from The Dalles west in December 1958.

In examining our records we have found a contract which may be the one to which you refer. This is State Highway Contract 5392; the prime contractor, Rogers Construction, Inc., 11760 N. E. Glisan Street, Portland 16. This work consisted of grading the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County. This job was awarded to Rogers Construction, Inc. on December 19, 1958, completed June 23, 1959, and accepted by the Highway Commission on August 13, 1959.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

MOHAWK 4-8413

THOMAS A. MITCHELL
ATTORNEY AT LAW
316 ELDER BUILDING
COEUR D'ALENE, IDAHO

September 2, 1960

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

I am writing to inquire if you can tell me who was the contractor employed by the State in December of 1958 on a stretch of highway from The Dalles, Oregon, southward toward Portland on the main highway.

My reason for this request is that I have a client that was injured by some machinery operated by this contractor and I need to know this name so that I may assist my client in prosecuting his claim for injuries.

Very truly yours,

Thomas A. Mitchell
Thomas A. Mitchell

TAM:jm

#5392
Rogers Constr. Co.

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SEP 7 - 1960
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

NOTED
W. C. WILLIAMS

March 23, 1960

Rowena-Chenoweth Cr.
Contract No. 5392

FINAL COST ANALYSIS

Contractor: Rogers Construction Co.
Resident Engineer: M.D. Glenn

Columbia River Hwy.
Prefix 633-1061-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	23,000.00	4,816.47	4,816.47	23,000.00
Drainage Excav., Unclass.	615.25	Cu.Yd.	4.00	2.99	1,841.68	2,461.00
General Excav., Unclass.	317,502.1	Cu.Yd.	0.60	0.627	199,263.59	190,501.26
Short Overhaul	1,406,231	Yd.Sta.	0.01	0.009	13,325.26	14,062.31
Long Overhaul	87,078.5	C-Yd.Sta.	0.30	0.28	24,684.51	26,123.55
Finish R.B. & Slopes	100%	All	2,000.00	1,938.87	1,938.87	2,000.00
Rounding Cutbanks	7,200	Lin.Ft.	0.15	0.146	1,050.52	1,080.00
12" Corr.Metal Pipe	28	Lin.Ft.	4.00	3.67	102.76	112.00
48" Corr.Metal Pipe	76	Lin.Ft.	18.00	14.40	1,094.38	1,368.00
12" Concrete Pipe	237	Lin.Ft.	3.00	2.97	705.33	711.00
18" Concrete Pipe	723	Lin.Ft.	3.00	3.06	2,210.99	2,169.00
18" Concrete Pipe Extra Str.	32	Lin.Ft.	3.50	3.64	116.50	112.00
24" Concrete Pipe Extra Str.	36	Lin.Ft.	5.50	5.24	188.64	198.00
36" Concrete Pipe Extra Str.	44	Lin.Ft.	10.00	9.33	410.35	440.00
Class "A" Concrete	33.69	Cu.Yd.	50.00	45.35	1,527.82	1,684.50
Metal Reinforcement	5,393.79	Lb.	0.14	0.153	825.48	755.13
Salvage & Reinstall Guard Rail	1,533	Lin.Ft.	1.00	1.00	1,533.00	1,533.00
Type 1 Fence	1,647.21	Rod	5.25	5.00	8,236.05	8,649.85
Coarse Cr.Mat'l in Base	1,891	Cu.Yd.	2.50	1.74	3,298.65	4,727.50
3/4"-0 Mat'l in Base	510	Cu.Yd.	2.50	1.78	907.22	1,275.00
Sprinkling	349.9	M-Gal.	2.00	1.67	584.48	699.80
Preparation of Base	100%	All	600.00	505.77	505.77	600.00
3/4"-0 Mat'l in Binder Course	100	Cu.Yd.	5.50	4.70	469.87	550.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Furnish & Place Aggregate	240	Cu.Yd.	5.00	4.70	1,126.67	1,200.00
RC-3 Asphalt	11.47	Ton	60.00	45.09	517.19	688.20
120-150 Asphalt	15.3	Ton	60.00	42.18	645.40	918.00
RS-1 Asphalt	4.41	Ton	60.00	44.08	194.41	264.60
PA#1 Furnish & Install 18" Corr.Metal Pipe	40	Lin.Ft.	4.50	4.02	160.89	180.00
PA#2 Cement Adj. Favor Contr.	5.09	Bbl.	4.78	4.78	24.33	24.33
Force Account					4,043.32	4,293.39
					$276,350.30	$292,379.42

Gross Revenue	$ 292,379.42
Total Cost	276,350.30
Net Profit	$ 16,029.12

Net Profit equals 5.48% of Gross Revenue

DETAIL OF COST - Contract No. 5392

Labor:					
Labor				$ 80,700.80	
Labor Insurance and P.R. Taxes				9,424.80	$ 90,125.60
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental				120,545.80	
Gas, Oil and Grease				15,716.90	
Freight and Express				2,287.59	
Drill and Blast				17,816.56	
Insurance, Bond and Office				11,740.92	168,107.77
Subcontractor:					
McWaters Construction Co. Items 17 and 18				9,769.05	9,769.05
Materials:					
12" C.M.P.	28	Lin.Ft.	@ $2.61	73.08	
48" C.M.P.	76	Lin.Ft.	@ $13.10	767.60	
12" Conc.Pipe	237	Lin.Ft.	@ $1.08	255.96	
18" Conc.Pipe	723	Lin.Ft.	@ $2.16	1,561.68	
18" Conc.Pipe, Extra Str.	32	Lin.Ft.	@ $2.51	80.32	
24" Conc.Pipe, Extra Str.	36	Lin.Ft.	@ $4.57	164.52	
36" Conc.Pipe, Extra Str.	44	Lin.Ft.	@ $7.83	344.52	
Class "A" Concrete	33.69	Cu.Yd.	@ $17.85	601.37	
Metal Reinforcement	5,393.79	Lb.	@ $0.086	463.87	
Coarse Mat'l in Base	1,891	Cu.Yd.	@ $0.94	1,777.54	
3/4"-0 Mat'l in Base	510	Cu.Yd.	@ $0.94	479.40	
3/4"-0 Mat'l in Binder Crse	100	Cu.Yd.	@ $0.94	94.00	
Furnish & Place Aggre.	240	Cu.Yd.	@ $0.94	225.60	
RC-3 Asphalt	11.47	Ton	@ $32.15	368.76	
120-130 Asphalt	15.3	Ton	@ $29.40	449.82	
RS-1 Asphalt	4.41	Ton	@ $31.20	137.59	
18" C.M.P.	40	Lin.Ft.	@ $2.90	116.00	
Barb Wire	7	Each	@ $11.55	80.83	
Tee Fence Posts	115	Each	@ $1.01	115.90	
Corner Post	4		Each @ $8.24	32.96	
End Posts	2	Each	@ $5.77	11.54	
120 Rods Field Fence	6	Each	@ $20.20	121.22	
Extra Braces	10	Each	@ $2.35	23.50	8,347.58
				TOTAL COST	$ 276,350.30

Remarks - Contract No. 5392

This project was a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with federal regulations applying to that class of project, calling for construction of 5.55 miles of highway roadbed involving approximately 294,000 cubic yards of roadbed excavation; one reinforced concrete box culvert; frontage roads and detours involving approximately 3,930 cubic yards of crushed materials; type 0-11 oil mat wearing surface on frontage roads and detours; and construction of approximately 3,800 rods of type 1 right-of-way fence.

The west end of the project was at station 1886+00, which station is at the junction of Rowena Interchange and Columbia River Highway, about seven miles east of Mosier. The east end of the project was at station 2183+00, which station is 0.14 mile east of the structure over Chenoweth Creek and 1.4 miles west of the west corporate limits of The Dalles. The overall length of the project was 5.61 miles.

The project was bid November 12, 1958, contract was awarded December 19, 1958; work on contract started December 8, 1958 and the project was completed June 23, 1959.

The contractor started excavating for the box culvert December 8, 1958 and also started four men on clearing. The fact that the contractor was working on the East Shogren-Rowena contract at the same time created some difficulty in regards to labor and equipment rental as equipment was transferred between the two jobs quite frequently and not too good a record of the transfers was kept. Work progressed very well throughout the job, although shooting was restricted due to the proximity of the highway and the railroad.

The equipment used on project was: 3-1/2 yard shovel, 2-1/2 yard shovel, four 18 yard Euclid trucks, six 16 yard semi trailers, three D-9's with dozers, three D-8's with dozer, two S18 scrapers, four TST23's with scrapers, 125 c.f.m. compressor, 900 c.f.m. compressor, 600 c.f.m. compressor, 4-1/2" drill, 2-1/2" drill, jackhammer, two power saws, 22B shovel, 977 traxcavator, blade, three 10-yard trucks, grid roller, wobble wheel roller, water wagon, and miscellaneous service trucks and pickups.

Excellent supervision add equipment in good shape were the contributing factor in this project showing a profit. No doubt the contractor had hoped to dig part of the rock which he had to drill and shoot. The clearing was slightly unbalanced.

RECEIVED

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

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DEC - 8 1959
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OREGON STATE HIGHWAY DEPARTMENT
(date)

December 4, 1959

[illegible]		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5392	9 Final	Rogers Construction, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29614	115157	$ 4,177.08	12-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from March 1, 1959

Time Extensions: None of record

Completion Date: June 23, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 7, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC - 7 1959

jc

NOTED ON CARD
lc

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NOV 23 1959
FOR FILING

A

November 20, 1959

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5392 for grading the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County was completed by the contractor, Rogers Construction, Inc., on June 23, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $4,177.08 will be released to the contractor on or after November 30, 1959. The total contract amount is $292,379.42, of which amount $4,293.39 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

A

RECEIVED
JUL 16 1959
FOR FILING

I-Con 3(1) 74

[illegible]

July 15, 1959

Oregon State Highway Commission

Gentlemen:

At the present time the Rowena-Chenoweth Section of the Columbia River Highway is under construction. Within this section a rock crusher is operating immediately adjacent to the highway. This creates a hazardous condition both for highway traffic and for the workmen at the crusher site. At 1:00 P.M., July 7, approval was granted for the installation of 25-mile-per-hour speed zone signs on that section of the Columbia River Highway, No. 2, between M.P. 76.5 and M.P. 77.5. Your concurrence is requested for the above construction speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk ae

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JUL 15 1959
FOR FILING

[illegible]

5392

July 15, 1959

The Fidelity & Casualty Company of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc., a portion of the funds heretofore retained by the Commission on contract #5392, for grading the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $8,495.63, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,506.54. The present payment will be released on or after July 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Company of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

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RECEIVED
JUL - 1 1959
FOR FILING

[illegible] 7)74

5392

July 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed June 23, 1959, on Contract No. 5392, Rowena-Chenoweth Creek Section, Wasco County, in connection with Federal Aid Project No. I-80N-3(7)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

cc: Mr. Clarence G. Swenson

Form E-1—(Rev.)—10M—2-50

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 27, 1959

Section Rowena - Chenowith Creek

Kind of work Grading

Highway Columbia River County Wasco

Section prefix 633-1061

Contractor Rogers Construction, Inc.

Contract number 5392

Date of contract December 19, 1958

Specified work days 90

Date work started December 8, 1958

Work days used 78

Project authorization $334,107.00

Exclusive of engineering $310,348.28

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . $ 287,500

Estimated per cent ~~overrun~~ or underrun . . . . 7 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $23,758.72

Engineering cost to date $ 20,200, 87 %

Date project was completed June 23, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

No work on this project this week. Price agreement for 554 feet of 8 inch CMP for drain from spring box transfered to paving contract on this same project at my request. Contract complete except for installation of this pipe which can be done under the paving contract as well as the grading contract.

Fred Klaboe and G. L. Decker of the construction department and Harry Sturgis of the Cost Analysis Department in Tuesday. Dean Swift over project Thursday.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959

NOTED-- ☐ CE ☑ ACE ☐ ACE ☑ ☑ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed M. D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.65	0.6		0.6	
Miles partially completed					
Miles completed	5.65	0.6		0.6	
Total estimated quantities (contract)	294,700	3,390		380	
Total quantities corrected to date	295,000	2,300		340	
Estimated quantities moved or placed to date	295,000	2,300		340	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair, Windy		
Monday	Fair, Windy		
Tuesday	Cloudy, Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair, Windy		
Saturday			

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RECEIVED
JUN 11 1959
FOR FILING
[illegible]

5392

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1959

SUBJECT: Rowena-Chenoweth Creek Section
Columbia River Highway
Contract No. 5392

To:

Mr. Leonard I. Lindas
Chief Counsel
Office

I forward herewith a copy of a letter from Mr. Leonard Popick representing Wayne Mangan and Ralph Atlee who were involved in an automobile accident at the site of a detour at Rowena. From the tone of Mr. Popick's letter, it would appear that he is sizing us up for the pot. Upon learning the contents of the letter, by telephone, I asked the field to forward the same so that we could have the benefit of legal advice in answering the same.

Also forwarded herewith is a report by the resident engineer with pictures which illustrate the barricades and signs which were in place at the time of the accident. The sketch map shows the placement of the signs along with their legend.

It is thought that you should answer this letter or advise us what facts to give Mr. Popick.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
June 5, 1959

SUBJECT: Rowena-Chenoweth Creek Project
Columbia River Highway
Accident Report

To: Mr. L.H. Young
Asst. Construction Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

I am inclosing a letter from Goldstein, Galton, Gadton and Popick, Attorneys at Law, dated May 27, 1959 relating to an accident which occured on April 15th at Milepost 75 on this project. The car was driven by Lyman L. Jollife and Wayne Mangan and Ralph Atlee were passengers in the car. The accident occured at approximately 4:30 P.M. and was covered by Patrollman Donald E. Erickson of the Oregon State Highway Police. The accompanying diagram of the placement of the signs and barricades were as shown on the Vehicle Accident Report #8182 by Patrolman Erickson. A report of this accident was also made to the Maintenance Dept. by Mr. J.S. Sawyer, District Maintenance Engineer.

This accident occured at the easterly end of the Rowena Interchange which is four lanes wide with a four foot divider with asphaltic concrete traffic markers between the east and west bound lanes. Prior to the beginning of construction on this project I had gone over the project with Mr. Lenord Watkins, Sign Foreman, from The Dalles, and explained the manner in which traffic was to be detoured. He ordered ans erected the four warning signs located to the west of the accident. These are standard signs which hook over existing signs or are hinged so they may be easily removed or turned away from traffic when not in use. These signs are generally placed or removed by employees of Rogers Construction, Inc.

In the 2½ miles proceeding the accident there were three signs erected by the State Sign Dept. on standard posts reading "Construction Speed 35 M.P.H. Maximum" and one Construction Speed 35 M.P.H. sign which was placed on the north side of the east bound lanes in the asphaltic concrete traffic markers by employees of Rogers Construction, Inc. Both Mr. Jollife and Mangan stated to the attending patrolman that they were traveling 60 to 65 miles per hour as they approached the barricades and do not mention seeing the construction speed signs or the four warning signs.

CONSTRUCTION DIVISION
RECEIVED
JUN 8 1959
NOTED-

Young
Please handle

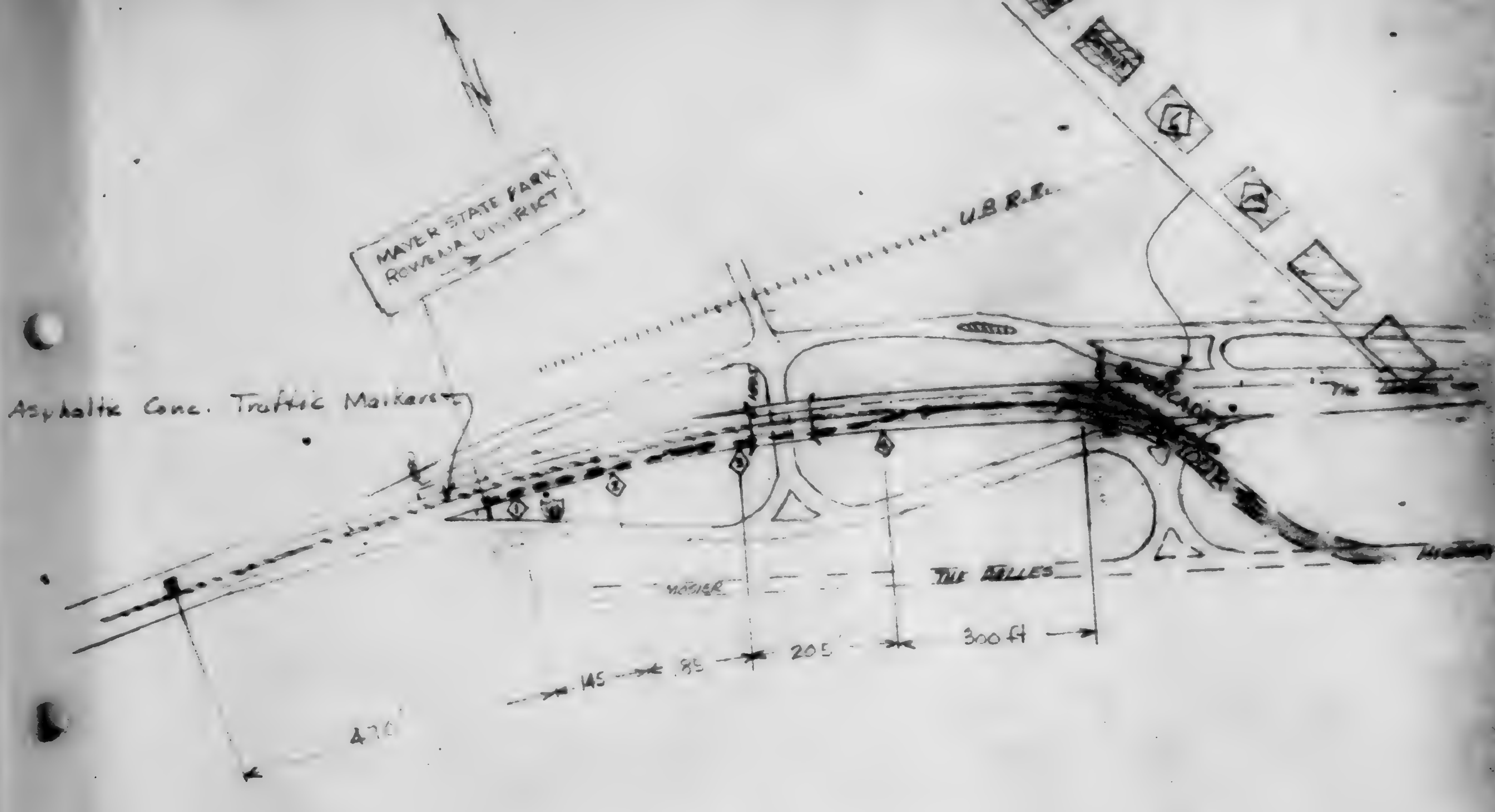
There were six barricades acorose the highway which had been furnished for the contractors use, and were placed by the contractors employees. Two curve arrows signs had been attached to the two barricades nearly opposite the east bound lanes. From the statements made to the attending patrolman it was the signs on the barricades which caused any confusion other than that brought on by excessive speed. The two direction arrows with "Detour" being on the extreme northerly end of the line of barricades to direct traffic west onto the main highway.

I was first notified of this accident at approximately 6:30 P.M. and went out to see what caused it as traffic had been detoured over this route for over a month without any trouble being reported. George Brown, Supt. for Rogers Construction, Inc. and Ike Corbet an employee were there setting out flares, and putting weights on the barricades to hold them down in the wind. Instructed them to remove the turn arrows from the barricades and place one of the detour arrows opposite east bound traffic lanes. I went back to the office and contacted Lamar Sandy, Maintenance Foreman, and we installed a flashing yellow light on the westerly warning sign as the contractor had none available. The following morning I contacted Mr. Watkins and he went out to check possible re-arrangement of the signs. The only change that has been made to date is the moving of the Detour and the Reverse Curve, 20M.P.H. sign as shown in the attached photographs. This detour is still being used quite frequently and no other accidents have occured. These pictures were taken the latter part of May when traffic was being detoured from Rowena to Mosier and not from Rowena to The Dalles as it was when this accident occured.

MDGlenn

M.D. Glenn
Resident Engineer

cc: Dean Swift


N
MAYER STATE PARK
ROWENA DISTRICT
U.P. R.R.
Asphaltic Conc. Traffic Markers
MOSIER
THE DALLES
The Dalles
470'
145
85
205
300 ft

ROWENA INTERCHANGE

1- SLOW
2- 25MPH
3- DIVIDED HWY. AHD
4- DETOUR.
5 Constr. Speed 35 MPH (Not shown on Patrolman Ericksons report).
- - - - Path of Car
——— SKID MARKS 213 ft.

GOLDSTEIN, GALTON, GALTON & POPICK
ATTORNEYS AT LAW
MORGAN BUILDING
PORTLAND 5, OREGON

MORRIS A. GOLDSTEIN
ZANLEY F. GALTON
HERBERT B. GALTON
LEONARD POPICK
JACK D. HOWE

May 27, 1959

Don Glenn
Resident Engineer
State Engineers Office
The Dalles, Oregon

Dear Mr. Glenn:

I am the attorney for Wayne Mangan and Ralph Atlee who were guests in an automobile owned by Lyman L. Jollife which was involved in an automobile accident on April 15, 1959, on highway 30, at mile post 75, near The Dalles, Oregon.

I have been informed by the insurance adjuster representing Rogers Construction Company that the state highway commission was responsible for placing the signs at the scene of the accident and that you in particular was the one who placed the signs involved. He also states that after the signs are placed that it is the duty of Rogers Construction Company to maintain these signs. It would be deeply appreciated if you would verify these facts for me and also advise what the situation was with regard to these signs on the date of the accident. I have information which shows that the signs were arranged in a very confusing manner. I would like to know if and when you were at the scene of the accident so that you can tell me whatever information you possess.

Also, if there are any other witnesses to the arrangement of the signs before and after the accident occurred, I would very much appreciate having there names and addresses.

In general, all information that you can give to me in regards to this accident would be deeply appreciated.

Very truly yours,

GOLDSTEIN, GALTON, GALTON & POPICK

By: Leonard Popick
Leonard Popick

LP:JB

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FOR · FILING

I-80N-3(7)74

2-92

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering installation of a concrete spring box on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5392, in connection with Federal Aid Project No. I-80N-3(7)74.

It is necessary to re-establish the existing concrete spring box and collector lines at Station 2091+68. The spring serves as a water supply for a commercial sand and gravel company operating in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

CRN:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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Contract No 53

I-80N-3(7)74

592

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(7)74.

The estimate has been revised to include work to be performed by the O.W.R.R. and N. Company and is not a request for modification of the project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(7)74

ROWENA-CHENOWETH CREEK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate revised to include work by O.W.R.R. and N. Co. Based on low bid prices. Not for modification of project agreement.)

Salem, Oregon, March 11, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 16,000.00

Type Code 0010
Roadway (Sta. 1886+00 to Sta. 2183+00)(Contract No. 5392)

Clearing and Grubbing	All	Required	$	$ 23,000.00
Drainage Excavation, Unclassified	410	cu. yds.	4.00	1,640.00
General Excavation, Unclassified	294,700	cu. yds.	0.60	176,820.00
Short Overhaul	1,288,000	yd. sta.	0.01	12,880.00
Long Overhaul	96,600	C-yd.sta.	0.30	28,980.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	9,900	lin. ft.	0.15	1,485.00
12-inch Corrugated Metal Pipe	26	lin. ft.	4.00	104.00
48-inch Corrugated Metal Pipe	80	lin. ft.	18.00	1,440.00
12-inch Concrete Pipe	80	lin. ft.	3.00	240.00
18-inch Concrete Pipe	896	lin. ft.	3.00	2,688.00
18-inch Concrete Pipe, Extra Strength	76	lin. ft.	3.50	266.00
24-inch Concrete Pipe, Extra Strength	36	lin. ft.	5.50	198.00
36-inch Concrete Pipe, Extra Strength	36	lin. ft.	10.00	360.00
Class "A" Concrete	60	cu. yds.	50.00	3,000.00
Metal Reinforcement	7,700	lbs.	0.14	1,078.00
Salvaging and Reinstalling Guard Rail	1,400	lin. ft.	1.00	1,400.00
Type 1 Fence	3,800	rods	5.25	19,950.00
Coarse Crushed Material in Base	3,150	cu. yds.	2.50	7,875.00
3/4" - 0 Material in Base	780	cu. yds.	2.50	1,950.00
Sprinkling	390	M-gals.	2.00	780.00
Preparation of Base	All	Required		600.00
3/4" - 0 Material in Binder Course	60	cu. yds.	5.50	330.00
Furnishing and Placing Aggregates	320	cu. yds.	5.00	1,600.00
RC-3 Asphalt	10	tons	60.00	600.00
120-150 Asphalt	24	tons	60.00	1,440.00
RS-1 Asphalt	8	tons	60.00	480.00
				$293,184.00
Work by the O.W.R.R. & N. Co.	All	Required		360.00
Work by Pacific Power and Light Company	All	Required		280.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Signing	All	Required		1,000.00
Seeding and Mulching	All	Required		300.00
	Subtotal			$297,624.00
	10% Engr. & Cont.			29,762.40
		Total		$327,386.40

Length of Roadway - - - - - - 5.548 Miles
Length of 3 Structures- - - - 0.063 Mile (Exceptions)
Total Length- - - - - - - - - 5.611 Miles
Cost of Roadway Per Mile- - - $59,009.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 14,000.00	$ 2,000.00
Roadway	327,386.40	302,000.00	25,386.40
	$343,386.40	$316,000.00	$27,386.40

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

ROWENA-CHENOWETH CREEK SECTION

PROJECT NO. I-80N-3(7)74

Estimated Cost of Work by the Pacific Power and Light Company

Labor	$131.25
Material	80.59
Equipment	10.50
Overhead	46.69
Removal Costs	14.85
	$283.88
USE	$290.00

Estimated Cost of Work by the O.W.R.R. & N. Co.

Labor and materials necessary to remove in reinstalling right of way fence thru easement areas	$360.00
USE	$360.00

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5392

March 4, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work, No. 3 covering lowering a 4-inch water line and conduit on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5392, in connection with Federal Aid Project No. I-80N-3(7)74.

The water line and conduit were placed during construction of the first two lanes. It is necessary to lower the water pipe to make the extension for the present construction.

There is no bid item to cover the work and so, as it is somewhat involved, it was decided to do it by force account.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

FORM E-129 5M 10-58

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FEB 19 1959
FOR FILING

T 50N-1(7)74

5392

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Feb. 18, 1959

Rogers Const. Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5392, awarded Dec. 19, 1958, for grading on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 12 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 16, 1959
Salem Office

SUBJECT: File No. 20415
Rowena-The Dalles Section
Columbia River Highway
Wasco County

To: Mr. Earl Saling
Right of Way Office Manager
Office

Herewith I hand you executed counterpart of supplemental agreement covering encroachment 3-A executed October 13, 1958, with reference to encroachment agreement upon the property of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

The agreement should be recorded and then forwarded to Mr. Query for his main office file. Distribution of copies of the agreement with maps attached have been distributed as indicated below.

There seems to be a duplication of files and I would suggest that File 20383 be combined with the present File 20415.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. Tom Edwards (3)
Mr. Dean Swift (2)
Mr. Floyd Query ✓
Mr. M. D. Glenn

NOTED
FLOYD QUERY

[illegible] please

Salem, Oregon
Oct. 13, 1958

File No. 20415
Rowena-Chenoweth Creek Sec.,
Columbia River Hwy.

Mr. J. W. DeSouza
Assistant Counsel
Office

Herewith I return you the original and duplicate copies of agreement with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering grant of easement in Government Lot 2, Section 17, Township 2 North, Range 13 East, W.M., Wasco County, which have been executed by the Highway Commission.

These copies are for further handling by you.

Secretary

gl

Encls.

FORM E-30 50M 6-58 13048

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 3, 1958
Salem Office

SUBJECT: File No. 20415
Rowena-Chenoweth Creek Sec.
Columbia River Hwy.

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the Highway Commission original and duplicate copy of agreement with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company covering grant of easement in Government Lot 2, of Section 17, Township 2 North, Range 13 East, W.M., in Wasco County.

These were submitted by Mr. G. H. Baker, Superintendent, Union Pacific Railroad Company, and he especially requests that the date of execution should be filled in on the top of page 1. The instruments also should be acknowledged.

After execution by the Highway Commission, please return both copies to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson

AU[illegible] BY HIGHWAY [illegible]
Bids are scheduled to be received on this project Nov. 12.

NOTED
H. B. GLAISYER

19

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FOR FILING

I 80N-27274

[illegible]

February 5, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5392 and plans for grading work on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

In general, the work to be performed under the contract parallels your company's tracks and will not interfere with railroad facilities except for fill encroachments opposite highway Stations 2077 to 2080+5 as indicated on sheet 9 of the plans, and between Stations 2134 to 2139+18 and between Stations 2143 to 2147+20 as indicated on sheet 11 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

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I 80N-2(7)74

5392

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 2, 1959

SUBJECT: Rowena-Chenoweth Creek Section
Columbia River Highway
Contract No. 5392
R/W File No. 16218 - Tooley

To: Mr. Walter T. Wright
Right of Way Engineer
Office

ATTENTION: Mr. W. H. Haskin

You have a copy of Mr. Swift's letter dealing with the farming of a 50-foot strip of our right of way, Station 2007 to 2046. We have reviewed the matter, as set forth in Mr. Swift's letter, but do not feel that farming of the right of way is consistent with Interstate highway operation.

Construction of a fence 50 feet to the north and its possible subsequent moving when we needed the property would, no doubt, cost more than any possible revenue would justify. Establishment of a fence line in here would also tend to give the adjacent owner some sort of a vested or prescriptive right in this property.

In view of the above, it is deemed best that this section no longer be farmed and that brush which would grow in this strip and prove objectionable to the adjacent owner be kept at a minimum through regular maintenance procedures.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper
Dean Swift

FORREST COOPER

RECEIVED
FEB - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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I 80N 3(7)74

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January 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering constructing Type 2 fence, modified, on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5392, in connection with Federal Aid Project No. I-80N-3(7)74.

This work is necessary to complete fencing of the right of way on this section. Modification of fencing specifications include a four point barbed wire attached to the fence at ground line and is to make the fence hog tight through very difficult terrain.

It is necessary that the new fence be established before the original fence is moved. The work has been started due to the necessity to clear for construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:EW

Contract 5392

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Monthly Transaction No. 1-66	For 2 (9-)	e **Oregon**
Project Report No. 7	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Wasco**
		Project No. **I-80N-3(7)74**

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5392

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Rowena - Chenowith Creek, on U.S. 30

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	6-5-57	------
Rights-of-Way		
Construction	10-28-58	5.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 342,990.00	Federal funds $ 316,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ______
(title)

By ______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 19, 1959**

USComm-DC 40257

January 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Rowena-Chenoweth Creek Section Project No. I-80N-3(7)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(7)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(7)74

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 6, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 16,000.00

Type Code 0010
Roadway (Sta. 1836+00 to Sta. 2183+00)
(Contract No. 5392)

Clearing and Grubbing	All	Required	$	$ 23,000.00
Drainage Excavation, Unclassified	410	Cu. Yds.	4.00	1,640.00
General Excavation, Unclassified	294,700	Cu. Yds.	0.60	176,820.00
Short Overhaul	1,288,000	Yd. Sta.	0.01	12,880.00
Long Overhaul	96,600	C-Y-Sta.	0.30	28,980.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	9,900	Lin. Ft.	0.15	1,485.00
12-Inch Corrugated Metal Pipe	26	Lin. Ft.	4.00	104.00
48-Inch Corrugated Metal Pipe	80	Lin. Ft.	18.00	1,440.00
12-Inch Concrete Pipe	80	Lin. Ft.	3.00	240.00
18-Inch Concrete Pipe	896	Lin. Ft.	3.00	2,688.00
18-Inch Concrete Pipe, Extra Strength	76	Lin. Ft.	3.50	266.00
24-Inch Concrete Pipe, Extra Strength	36	Lin. Ft.	5.50	198.00
36-Inch Concrete Pipe, Extra Strength	36	Lin. Ft.	10.00	360.00
Class "A" Concrete	60	Cu. Yds.	50.00	3,000.00
Metal Reinforcement	7,700	Pounds	0.14	1,078.00
Salvaging and Reinstalling Guard Rail	1,400	Lin. Ft.	1.00	1,400.00
Type I Fence	3,800	Rods	5.25	19,950.00
Coarse Crushed Material in Base	3,150	Cu. Yds.	2.50	7,875.00
3/4" - 0 Material in Base	780	Cu. Yds.	2.50	1,950.00
Sprinkling	390	M-Gals.	2.00	780.00
Preparation of Base	All	Required		600.00
3/4" - 0 Material in Binder Course	60	Cu. Yds.	5.50	330.00
Furnishing and Placing Aggregates	320	Cu. Yds.	5.00	1,600.00
RC-3 Asphalt	10	Tons	60.00	600.00
120-150 Asphalt	24	Tons	60.00	1,440.00
RS-1 Asphalt	8	Tons	60.00	480.00
				$293,184.00

		$293,184.00
Work By Pacific Power and Light Company	All Required	280.00
Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Signing	All Required	1,000.00
Seeding and Mulching	All Required	300.00
	Subtotal	$297,264.00
	10% Engr. & Cont.	29,726.40
	Total	$326,990.40

Length of Roadway ——————— 5.548 Miles
Length of 3 Structures ——— 0.063 Miles (Exceptions)
Total Length ——————— 5.611 Miles

Cost of Roadway Per Mile $58,938.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 14,000.00	$ 2,000.00
Roadway	326,990.40	302,000.00	24,990.40
	$342,990.40	$316,000.00	$26,990.40

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

ROWENA-CHENOWETH CREEK SECTION

Project No. I-80N-3(7)74

Estimated Cost of Work by the Pacific Power and Light Company

Labor	$131.25
Material	80.59
Equipment	10.50
Overhead	46.69
Removal Costs	14.85
	$283.88
Use - -	$280.00

ederal Aid
Project No. I-80N-3(7)74

Oregon State Highway Department

ROWENA-CHENOWETH CREEK SECTION OF
THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1958

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 25,000.00

Type Code 0010
Roadway (Sta. 1886+00 to Sta. 2183+00)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	410	cu. yds.	3.50	1,435.00
General Excavation, Unclassified	294,700	cu. yds.	0.85	250,495.00
Short Overhaul	1,288,000	yd. sta.	0.01	12,880.00
Long Overhaul	96,600	C-yd.sta.	0.35	33,810.00
Finishing Roadbed And Slopes	All	Required		6,000.00
Rounding Cutbanks	9,900	lin. ft.	0.20	1,980.00
12-inch Corrugated Metal Pipe	26	lin. ft.	3.75	97.50
48-inch Corrugated Metal Pipe	80	lin. ft.	30.00	2,400.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
18-inch Concrete Pipe	896	lin. ft.	4.50	4,032.00
18-inch Concrete Pipe, Extra Strength	76	lin. ft.	5.00	380.00
24-inch Concrete Pipe, Extra Strength	36	lin. ft.	6.50	234.00
36-inch Concrete Pipe, Extra Strength	36	lin. ft.	11.00	396.00
Class "A" Concrete	60	cu. yds.	60.00	3,600.00
Metal Reinforcement	7,700	lbs.	0.15	1,155.00
Salvaging and Reinstalling Guard Rail	1,400	lin. ft.	2.00	2,800.00
Type 1 Fence	3,800	rods	5.00	19,000.00
Coarse Crushed Material in Base	3,150	cu. yds.	3.00	9,450.00
3/4" - 0 Material in Base	780	cu. yds.	3.50	2,730.00
Sprinkling	390	M-gal.	3.00	1,170.00
Preparation of Base	All	Required		3,500.00
3/4" - 0 Material in Binder Course	60	cu. yds.	5.00	300.00
Furnishing and Placing Aggregates	320	cu. yds.	5.00	1,600.00
RC-3 Asphalt	10	tons	55.00	550.00
120-150 Asphalt	24	tons	53.00	1,272.00
RS-1 Asphalt	8	tons	75.00	600.00
				$377,066.50
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Signing	All	Required		1,000.00
Seeding and Mulching	All	Required		300.00
	Subtotal			$380,866.50
	10% Engr. & Cont.			38,086.65
		Total		$418,953.15

Length of Roadway	5.548 Miles
Length of 3 Structures	0.063 Mile (Exceptions)
Total Length	5.611 Miles
Cost of Roadway Per Mile	$75,514.26

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 23,000.00	$ 2,000.00
Roadway	418,953.15	386,000.00	32,953.15
	$443,953.15	$409,000.00	$34,953.15

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(7)74

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)(Estimate is revised to include work to be done by Pacific Power & Light Co.)

Salem, Oregon, December 9, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 0010
Roadway (Sta. 1886+00 to Sta. 2183+00)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	410	cu. yds.	$ 3.50	1,435.00
General Excavation, Unclassified	294,700	cu. yds.	.85	250,495.00
Short Overhaul	1,288,000	yd. stas.	.01	12,880.00
Long Overhaul	96,600	C-yd. stas.	.35	33,810.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Rounding Cutbanks	9,900	lin. ft.	.20	1,980.00
12-inch Corrugated Metal Pipe	26	lin. ft.	3.75	97.50
48-inch Corrugated Metal Pipe	80	lin. ft.	30.00	2,400.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
18-inch Concrete Pipe	896	lin. ft.	4.50	4,032.00
18-inch Concrete Pipe, Extra Strength	76	lin. ft.	5.00	380.00
24-inch Concrete Pipe, Extra Strength	36	lin. ft.	6.50	234.00
36-inch Concrete Pipe, Extra Strength	36	lin. ft.	11.00	396.00
Class "A" Concrete	60	cu. yds.	60.00	3,600.00
Metal Reinforcement	7,700	lbs.	.15	1,155.00
Salvaging and Reinstalling Guard Rail	1,400	lin. ft.	2.00	2,800.00
Type 1 Fence	3,800	rods	5.00	19,000.00
Coarse Crushed Material in Base	3,150	cu. yds.	3.00	9,450.00
3/4" - 0 Material in Base	780	cu. yds.	3.50	2,730.00
Sprinkling	390	M-gals.	3.00	1,170.00
Preparation of Base	All	Required		3,500.00
3/4" - 0 Material in Binder Course	60	cu. yds.	5.00	300.00
Furnishing and Placing Aggregates	320	cu. yds.	5.00	1,600.00
RC-3 Asphalt	10	tons	55.00	550.00
120-150 Asphalt	24	tons	53.00	1,272.00
RS-1 Asphalt	8	tons	75.00	600.00
				$377,066.50
Work by Pacific Power & Light Co.	All	Required		150.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Signing	All	Required		1,000.00
Seeding and Mulching	All	Required		300.00
		Subtotal		$381,016.50
		10% Engr. & Cont.		38,101.65
		Total		$419,118.15

Project No. I-80N-3(7)74

Length of Roadway	5.548 Miles	
Length of 3 Structures	0.063 Mile	(Exceptions)
Total Length	5.611 Miles	
Cost of Roadway per Mile	$75,544.00	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 23,000.00	$ 2,000.00
Roadway	419,118.15	386,000.00	33,118.15
	$444,118.15	$409,000.00	$35,118.15

FORM E-123-X 37.5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter describing the revisions to be made on the Pacific Power & Light Company's power line, and establishing the obligation of the State to reimburse the Company on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Project I-80N-3(7)74.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketch to be prepared by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JAN [illegible] 1959
FOR FILING

When replying, refer to:
(7)74 08-35.5
3:12

January 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(7)74
Rowena-Chenoweth Creek Section
of the Columbia River Highway -
Adjustment of Power Lines

Dear Sir:

We have today approved your request to adjust the power lines on the above project under a negotiated contract between the Eastern Oregon Electric Co-op. and Wilson Construction Co.

Authorization to proceed with the line revision is withheld pending receipt of negotiated contract and information indicating that the lowest available costs were developed using this method by the utility company.

Very truly yours,

C. O. Polk
Division Engineer

Orig to [illegible]

A

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-80N-3(7)74

5392

When replying, refer to
08-35.4

January 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(7)74
Rowena-Chenoweth Creek Section of the Columbia River Highway - Adjustment of Power Lines

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Pacific Power & Light Company dated December 22, 1958, covering revisions to be made on the Pacific Power & Light Co.'s power line on Oregon Project I-80N-3(7)74, Rowena-Chenoweth Creek Section of the Columbia River Highway.

Authorization is hereby granted to proceed, as of December 23, 1958 with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
JAN 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
R. L. PORTE

NOTED
S. H. PROBERT

A

RECEIVED
JAN 12 1959
FOR FILING
I 80N-3(7)74

January 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's participation of flagging costs on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5392, in connection with Federal Aid Project No. I-80N-3(7)74.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JAN 7 - 1959
FOR FILING

I 80N 3(7)74

5392

January 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Pacific Power & Light Company's estimate and Drawing No. A-2-13-c in connection with adjusting a power line at Station 2092 on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Project No. I-80N-3(7)74.

Other data in connection with the line adjustments were submitted with our letter of December 23, 1958.

Your approval of the agreement between the State and Pacific Power & Light Company and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

A

RECEIVED
DEC 26 1958

FOR FILING

I-80N-3(7)74

5392

December 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter describing the revisions to be made on the Pacific Power & Light Company's power line, and establishing the obligation of the State to reimburse the Company on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Project I-80N-3(7)74.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketch to be prepared by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

A

RECEIVED
DEC 24 1958
FOR FILING
I 80N-3(7)74
5392

December 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 8, 1958, on Contract No. 5392, Rowena-Chenoweth Creek Section, in Wasco County, in connection with Federal Aid Project No. I-80N-3(7)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
JAN 13 1959
FOR FILING

I-80N-3(7)74

5392

December 19, 1958

Rogers Construction Company, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958 accepted your proposal for grading on the Rowena-Chenoweth Creek section of the Columbia River Highway in Wasco County for the sum of $293,164.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5392.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc. Att. Dorothy McCormack
Mr. Lowell Richards, c/o Daily Journal of Commerce

J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 19, 1958

Rogers Construction Company, Inc.

11760 N. E. Glisan Street

Portland, Oregon

Contract for grading on Rowena-Chenoweth Creek Section of the Columbia River Highway, Wasco County, for which you submitted low bid on November 12 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ←
Lee Gatlin

RECEIVED
DEC 22 1958
FOR FILING

I-80N-3(7)74

5392

A

December 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Rowena-Chenoweth Section of the Columbia River Highway (Interstate Route 80N) in Wasco County, Project I-80N-3(7)74, to the Rogers Construction, Inc., of Portland, Oregon, on the basis of the bid of $293,184.00 submitted on November 12, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

File

I 80N-3(7)74

When replying, refer to
08-35.4-0

5392

December 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-3(7)74, Rowena-Chenoweth Creek Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5392 to Rogers Construction, Inc., of Portland, Oregon, low bidder in the amount of $293,184.00 at the November 12, 1958 bid opening.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

ROUTED
FORREST COOPER

DEC 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1958
FOR FILING

I-80N-3(7)74

5392

Salem, Oregon
December 18, 1958

Mr. S. H. Probert

Agreement with U. P. Railroad
Company, Rowena-Chenoweth Creek
Section, Columbia River Highway

Herewith three copies of an agreement between the State and the Union Pacific Railroad Company in connection with the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County. This agreement was signed by the Highway Commission and returned to the Union Pacific for completion on October 13. We have not yet received the signed copies from the Railroad Company but, in view of the fact that the agreement is their draft, there should be no question as to the completion of the agreement.

I believe this will clear the project for award.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams

A

RECEIVED
DEC 9 1958
FOR FILING

[illegible]

5292

December 5, 1958

Oregon State Highway Commission

Gentlemen:

[illegible] has been provided for the establishment of a [illegible] speed zone on the [illegible] Section of the Columbia River Highway. [illegible]

Your approval is requested for the establishment of a 35-mile-per-hour [illegible] speed zone on that portion of the Columbia River Highway from the east end of the [illegible] project at M.P. [illegible] to the west end of the project at M.P. [illegible].

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. Dean Swift

VPJ:kg fn

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1958

SUBJECT: Construction Speed Zone
Columbia River Highway
Rowena-Chenoweth Creek Section
US30 - Hwy. No. 2 - M.P. 74.77
to M.P. 78.50

To: P. M. Stephenson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission on the above subject.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

RECEIVED
DEC 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
November 24, 1958

SUBJECT: Rowena-Chenoweth Creek Project
Columbia River Highway
Wasco County
Restricted Construction Speed

To: Mr. Dean Swift
Division Engineer
Oregon State Highway Dept.
P.O. Box 151
Bend, Oregon

I request that application be made for a restricted speed of 35 miles per hour for that period of time durring which the Rowena-Chenoweth Creek Section of the Columbia River Highway is under construction. Provisions have been made for the detouring of traffic over the Rowena-The Dalles Secodary for four hour periods durring the daytime, for that period of time required to complete the excavation between stations 1809 and 2095. It is anticipated however that considerable construction activity will occur at the easterly end of the project where provisions for detouring have not been made and throughout the entire project when the contractor is hauling the excavated material adjacent to the existing higheay.

M.D. Glenn
Resident Engineer

I O.K. this application
Swift

NOTED

RECEIVED
NOV 25 1958
FOR FILING

I 80N-3(7) 74

5292

Salem, Oregon
November 24, 1958

BPR authorization to proceed
with acquisition of rights
of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of June 5, 1957, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Rowena-Chenoweth Creek Section of the Columbia River Highway (Interstate Route 80N) in Wasco County. Stations 1900 to 2196. Prefix 633-2502.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
NOV 7 1958
FOR FILING

I-80N-3(7)74

5392

November 6, 1958

RE: 00-35.4

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your request for further justification for our use of a uniform cross slope of 0.02'/ft. on crowned sections, with a request to consider the recommendations given on Page 190 of the "Policy of Geometric Design of Rural Highways".

A statement of our policy on crowned or sloped sections on tangents follow:

1. Two Lane:

   Slope 0.02'/ft. crowned at center line.

2. Four Lane (Divided or with Paved Median):

   a. Uncurbed - Slope 0.02'/ft. outward on both inner and outer lanes.

   b. Curbed - Slope 0.02'/ft. on inner lane; 0.025'/ft. on outer lane; 0.05'/ft. on parking strip.

3. Six Lane (Divided or with Paved Median):

   a. Uncurbed - Slope 0.02'/ft. outward on both inner and middle lanes; slope 0.025'/ft. on outer lanes.

   b. Curbed - Same except slope 0.05'/ft. on parking strip.

Your criticism was apparently directed at our policy for pavement slopes on four lane, uncurbed, as stated above in paragraph number 2. A summary of AASHO recommendations from Page 190 of the "Policy of Geometric Design of Rural Highways" relative to this type of facility follows:

Page 190

"1. Par. 2.
Divided highways may have a unidirectional slope across entire width downward to the outer edge."

2. Par. 3.
Line 6 - "A reasonably steep lateral slope is desirable to minimize water ponding on flat sections of uncurbed pavements due to pavement imperfections or unequal settlement."

Line 15 - "Cross slopes up to 1/4-inch per foot are barely perceptible as far as effect on vehicle steering is concerned."

Line 16 - "Cross slopes of 1/4-inch to 1-inch are noticeable in steering but not significant in effect. The latter rate requires a conscious effort in steering and would increase the proneness of lateral skidding."

3. Par. 5.
Line 5 - "The lane adjacent to the crown line should be pitched at the normal minimum slope and, on each successive lane outward, the ratio should be increased by about 1/16-inch per ft. (0.005-foot per foot)."

Since our policy of 0.02'/ft. meets all the recommendations stated above with the exception of Paragraph 5, comment will be limited to that paragraph.

Table IV-1 on Page 191 of said "Policy of Geometric Design of Rural Highways", gives a recommended range in cross slope for high type pavement as 0.01' - 0.02'/ft. From this our slope is at the recommended maximum for the outer lanes but could be reduced from 0.02'/ft. to 0.015'/ft. on the inner lanes, as recommended in said Paragraph 5.

There does not appear to be any justification for this recommended change in slope. No advantage is gained in steering on a slope flatter than 0.02, since Paragraph 3 on Page 190, states that cross slopes up to 1/4-inch per ft. (0.02-foot per foot), are barely perceptible as far as effect on vehicle steering is concerned. However, two disadvantages would result by breaking the slope of the two lanes from a uniform 0.02'/ft. They are:

1. Water ponding would be increased on the inner lanes.
2. Some additional detail in construction would be involved.

Since no advantage is to be gained in breaking the slope, and the two named disadvantages will occur with a flatter slope on the inner lane, it is logical that our present design of a continuous 0.02'/ft. slope across both lanes be continued as our policy.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

cc: Tom Edwards
Frank Hall

RECEIVED
NOV 5 - 1958
FOR FILING
I-80N-3(7)74
5392

November 5, 1958

Mr. R. E. [illegible], Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the Special Provisions and plans for grading work on the Mosier-Chenoweth Creek Section of the Columbia River Highway in Wasco County, bids for which are to be received in Salem on November 13, 1958.

In general, the work to be performed under the contract parallels your company's tracks and will not interfere with railroad facilities except for fill encroachments opposite highway Stations 2077 to 2080+5 as indicated on Sheet 9 of the plans, and between Stations 2134 to 2137+40 and between Stations 2143 to 2147+40, as indicated on Sheet 11 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: C. J. Pearson
J. W. Dodson
Mr. R. M. Brown, District Engr.
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

JWR:lmw

RECEIVED
OCT 30 1958
FOR FILING

OREGON DISTRICT
I-80N 3(7)74

5392

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(7)74
Rowena-Chenoweth Creek Section
Columbia River Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Evidence that a satisfactory railroad agreement has been negotiated should be submitted on or before the date that concurrence in award is requested.

It is noted that the typical section shows a uniform slope of 0.02' / ft. on crowned sections. Consideration should be given to the use of slopes as recommended on page 190 of the "Policy of Geometric Design of Rural Highways." We would appreciate receiving further justification, when paving plans are submitted if you are still of the opinion that uniform slopes are preferable.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Copy to [illegible]

RECEIVED
OCT 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 12.5M 6-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

F-EON-3(7)74

NC
W. C. WILL

5392
CERTIFIED MAIL

October 24, 1958

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Your File D 315-2-41
Our File R-20415
Rowena-Chenoweth Creek Section
Columbia River Highway

Dear Mr. Baker:

In compliance with your letter of September 24, please find enclosed duplicate signatory copies of an agreement on the above mentioned project. The agreement is satisfactory to the State Highway Commission and both copies have been executed and acknowledged by the State Highway Commission.

We would appreciate it if you would have the agreement executed by your principals and return one fully executed copy to us.

It is requested that when the Commission's executed copy is returned, we be furnished ten additional copies of Exhibit "A-1".

Very truly yours,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. L. I. Lindas

RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

I-80N-3 (7) 74

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

October 3, 1958
Salem Office

5392

SUBJECT: File No. 20415
Rowena-Chenoweth Creek Sec.
Columbia River Hwy.

To:

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the Highway Commission original and duplicate copy of agreement with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company covering grant of easement in Government Lot 2, of Section 17, Township 2 North, Range 13 East, W.M., in Wasco County.

These were submitted by Mr. G. H. Baker, Superintendent, Union Pacific Railroad Company, and he especially requests that the date of execution should be filled in on the top of page 1. The instruments also should be acknowledged.

After execution by the Highway Commission, please return both copies to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1958
FOR FILING

I-80N-2(7)74

5392

October 2, 1958

Oregon State Highway Commission

Gentlemen:

On August 14, 1958, a hearing was held in The Dalles in connection with the reconstruction and widening to four lanes of the Columbia River Highway (Interstate 80N) between Rowena and a point just easterly from Chenoweth Creek. No opposition developed at the hearing; however, certain local groups requested additional time in which to file statements to be added to the record. These statements were received and you were recently furnished with a transcript of the hearing.

There was no opposition to the route; however, the Port Commission and others requested that consideration be given to the construction of an interchange in the Chenoweth Creek area to serve a proposed Port development which would lie easterly from Chenoweth Creek. At this time the Port's plans and financing are not complete for this new facility nor does it own the land. It is therefore my recommendation that you adopt the survey between Rowena and Chenoweth Creek, as shown on the attached map, and grant authority for the acquisition of the necessary rights of way and calling bids for construction. The matter of the interchange requested by the Port authorities can be handled at a more appropriate time when definite need can be established. In the meantime we can proceed with the needed four-laning of this section.

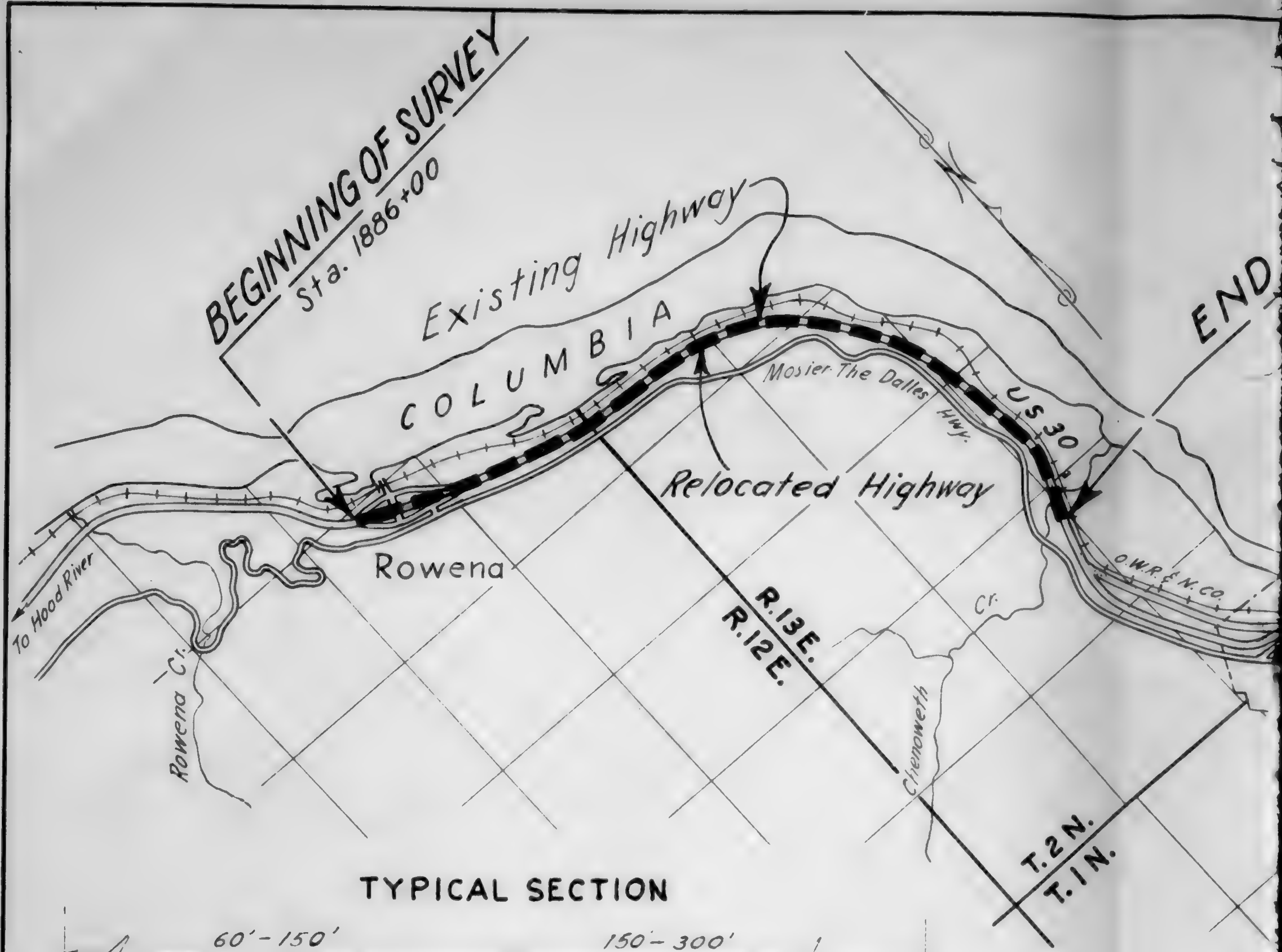
The matter will be on the agenda for your consideration at the meeting October 23 and 24.

Very truly yours,

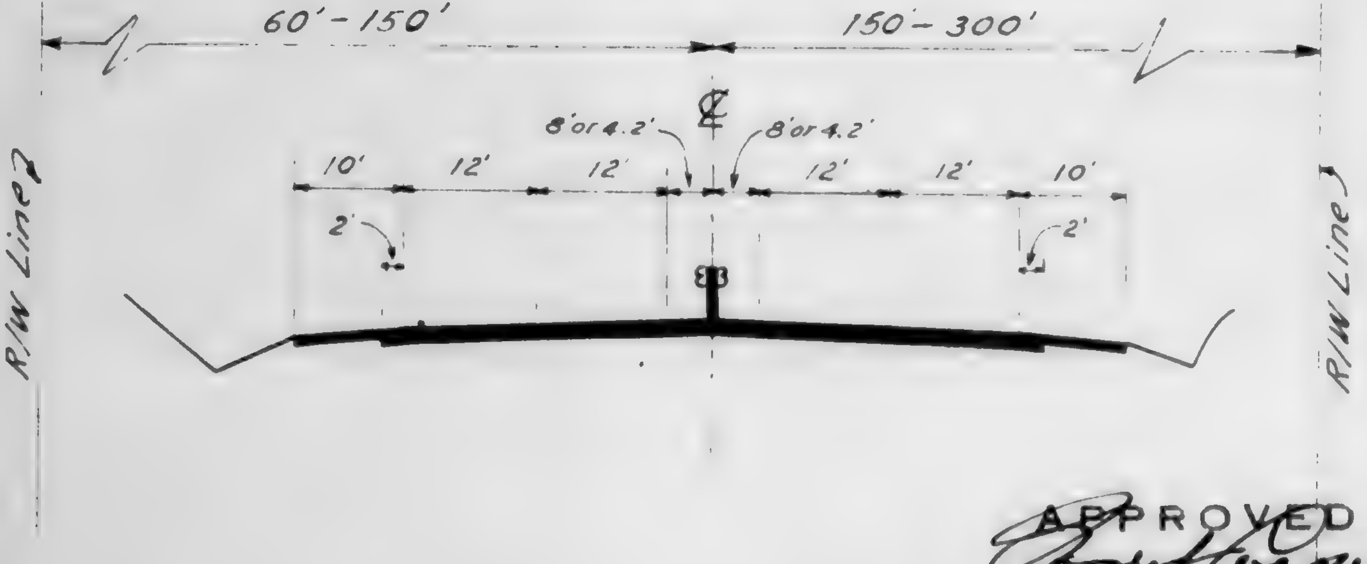
W. C. Williams
State Highway Engineer

FC:fn:ar

cc to: Mr. Tom Edwards
Mr. R. L. Porter


BEGINNING OF SURVEY
Sta. 1886+00
Existing Highway
COLUMBIA
END
Mosier-The Dalles Hwy.
US 30
Relocated Highway
Rowena
To Hood River
Rowena Cr.
R.13E.
R.12E.
Chenoweth Cr.
O.W.R.&N.Co.
T.2N.
T.1N.

TYPICAL SECTION


60'-150'
150'-300'
℄
8' or 4.2'
8' or 4.2'
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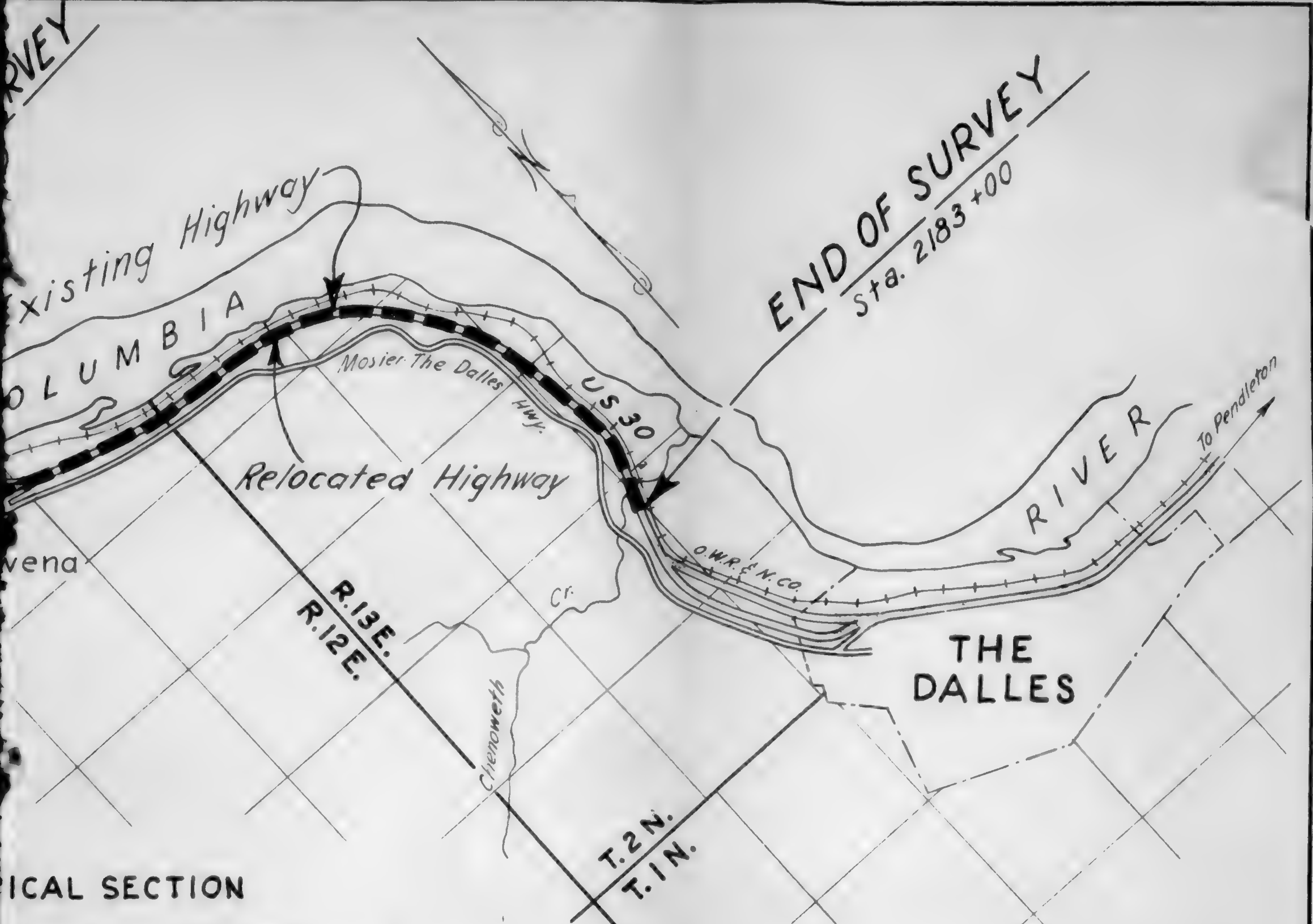
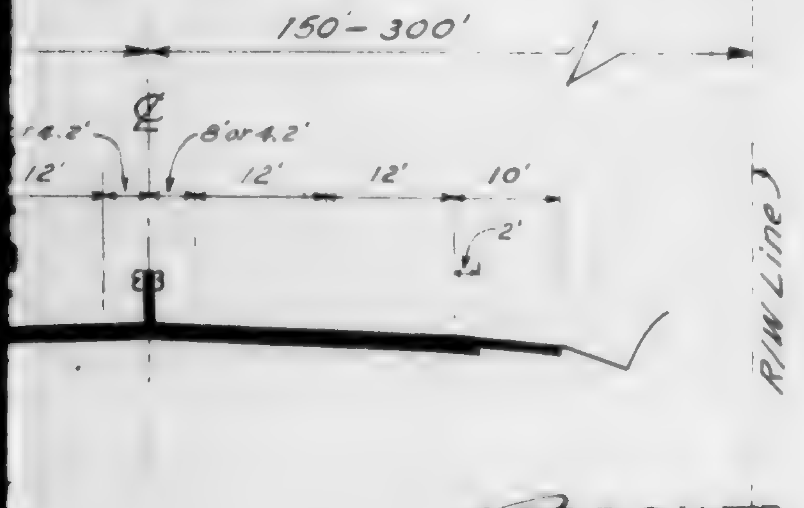
R/W Line
R/W Line

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date 10-2-58

OREGON STA
Surv
ROWENA-CHE
COLUMB
WA
Scale 1"=1MI. Dw
For Details See


RVEY
Existing Highway
OLUMBIA
Relocated Highway
Mosier-The Dalles Hwy.
US 30
END OF SURVEY
Sta. 2183+00
RIVER
To Pendleton
O.W.R.&N.CO.
vena
Cr.
Chenoweth
R.13E.
R.12E.
T.2N.
T.1N.
THE DALLES

ICAL SECTION


150'-300'
℄
8'or4.2'
12'
8'or4.2'
12'
12'
10'
2'
R/W Line

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ROWENA-CHENOWETH CR. SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

Scale 1"=1MI. Dwg. No. 1R-5-1198 Sept., 1958

For Details See Dwg's No. 5B-35-15 Sept. 1951

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date 10-2-58

[illegible]CEIVED
SEP 30 1958

FOR FILING

I-RON [illegible](1) 74

5392

Salem, Oregon
September 30, 1958

Rowena-Chenoweth Creek
Section, Columbia River Hwy.

Mr. Leonard I. Lindas

Herewith original and duplicate of an agreement with the Union Pacific Railroad Company granting us an easement on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

I have examined these and they seem to be in order. If you find them so, please endorse and forward to Mr. Glaisyer for presentation to the Highway Commission.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

September 25, 1958

Mr. R. E. Haacke
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Under date of July 9, 1958, I wrote you requesting an encroachment on your right of way on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, specifically between your Railroad Stations 2120+90 and 2124+40. I would appreciate advice as to what action has been taken on this matter. The section is scheduled for early contracting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
Portland, Oregon

Mr. W. C. Williams
Mr. Tom Edwards

Form 2552
8-53-150M

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 North Larrabee Avenue
Portland 17, Oregon

September 24, 1958

File: D 315-2-41

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attn: Mr. G. S. Paxson
Assistant State Highway Engineer.

Dear Sir:

Re: Rowena-Chenoweth Creek Section, Columbia River Highway.

Attached are duplicate signatory copies of draft of agreement covering an easement on the captioned project requested in your letter to Mr. Haacke of July 9, 1958.

Please review the document and if satisfactory, arrange for execution on behalf of the Highway Commission, being sure to fill in the date of execution at the top of page 1. When execution has been accomplished, please return both documents to me for submission to my principals. When the agreement has been completed, a fully executed copy will be returned to you for your records.

Very truly yours,

G. H. Baker
Superintendent

Original to
Mr. Lindas
with agreement.

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1958

SUBJECT: Survey Approval Map
Rowena-Chenoweth Creek Section
Columbia River Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey map for submission to the Commission for their approval.

We are, at present, making a study of an interchange in the vicinity of Chenoweth Creek to serve the area proposed for The Dalles Port Commission. A report on this matter should be ready by the next Commission meeting for action by them if thought desirable.

The hearing on this section was held on the 14th of August and the grading of this section is tentatively set for the October 21st letting.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

RECEIVED
AUG 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-80N-3 (7) 74

When replying, refer to:
08-35.1

August 14, 1958

5392

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

NOTE
W. C. WILLIA

Dear Sir:

During our conversation on August 13, you mentioned that the only requests for a public hearing relative to construction of the Rowena-Chenowith Creek Section of the Columbia River Highway Interstate Route 80-N, came from persons living beyond the limits of the project.

My interpretation of the 1958 Federal-aid Act regarding public hearings is that only those people through or contiguous to whose property the Interstate highway will pass are entitled to a hearing. With respect to widening the existing access controlled two lane Columbia River Highway to four lanes, I do not feel that contiguous property owners are entitled to be heard unless their property is to be acquired for right-of-way or unless their normal travel patterns are changed by the new construction. The latter appears highly improbable unless existing access to the road is to be discontinued. Normally then, only those from whom you acquire right-of-way need be heard.

It is my thought that your advertisement might bring out these points. Your determination as to whether a hearing is required could then be based on whether the requests for a hearing are from people whose property or whose travel patterns are directly affected.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
AUG 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING
I-80N-3(7)74

5392

File No. 28383

D E S C R I P T I O N O N L Y

Union Pacific Railroad Company

Rowena-Chenoweth Creek Section Columbia River Highway

Wasco County

Railroad Encroachment HRS 6-24-58 5B-35-15 (Encroachment Map 5B-35-15)

A parcel of land lying in the Northeast quarter (NE¼) of Section 17, Township 2 North, Range 13 East, W. M., Wasco County, Oregon; the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the Union Pacific Railroad, at a point which is opposite and 100 feet Southwesterly of Railroad Station 2120+90 on the center line of the Union Pacific Railroad main track; thence Northeasterly at right angles to said railroad center line at Station 2120+90, a distance of 15 feet; thence Southeasterly parallel to and 85 feet Southwesterly of said railroad center line, 352 feet, more or less, to a point opposite and 85 feet Southwesterly of railroad station 2124+40 on said railroad center line; thence Southwesterly at right angles to said railroad center line 15 feet to the Southwesterly right of way line of said railroad; thence Northwesterly parallel to and 100 feet Southwesterly of said railroad center line 355 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.12 acre.

if/ff

File No. 28383

DESCRIPTION ONLY

Union Pacific Railroad Company

Rowena-Chenoweth Creek Section　　Columbia River Highway

Wasco County

Railroad Encroachment　HRS 6-24-58 5B-35-15 (Encroachment Map 5B-35-15)

A parcel of land lying in the Northeast quarter (NE¼) of Section 17, Township 2 North, Range 13 East, W. M., Wasco County, Oregon; the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the Union Pacific Railroad, at a point which is opposite and 100 feet Southwesterly of Railroad Station 2120+90 on the center line of the Union Pacific Railroad main track; thence Northeasterly at right angles to said railroad center line at Station 2120+90, a distance of 15 feet; thence Southeasterly parallel to and 85 feet Southwesterly of said railroad center line, 352 feet, more or less, to a point opposite and 85 feet Southwesterly of railroad station 2124+40 on said railroad center line; thence Southwesterly at right angles to said railroad center line 15 feet to the Southwesterly right of way line of said railroad; thence Northwesterly parallel to and 100 feet Southwesterly of said railroad center line 355 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.12 acre.

if/ff

RECEIVED
JUL 10 1958
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I-10N-3(7)74

5392

July 9, 1958

Mr. R. E. Enecke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In our reconstruction of the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, the fill slopes of the widened highway will encroach upon your right of way by a few feet between your Stations 2120+90 and 2124+40. We request that an easement for this fill encroachment be granted to us. I am attaching hereto two prints from our Drawing 3B-10-2 which shows the location and extent of the encroachment and two copies of a description covering the area in question.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Attach.
cc Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
Portland, Oregon

Mr. R. L. Porter
Mr. Tom Edwards

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1958

SUBJECT: File No. 28383 - Union Pacific R.R. Co.
Rowena-Chenoweth Creek Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
OFFICE

In connection with our plans for the above section of highway, it appears that it will be necessary to secure a right to encroach on railroad right of way. Insomuch as this involves operating property, I enclose herewith four copies of a map and description which depict the condition involved.

I assume that you will handle the matter from here.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP: IH
(in duplicate)
Enclosures
Map (4 copies)
Description (4 copies)

RECEIVED
JUL 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Located Line

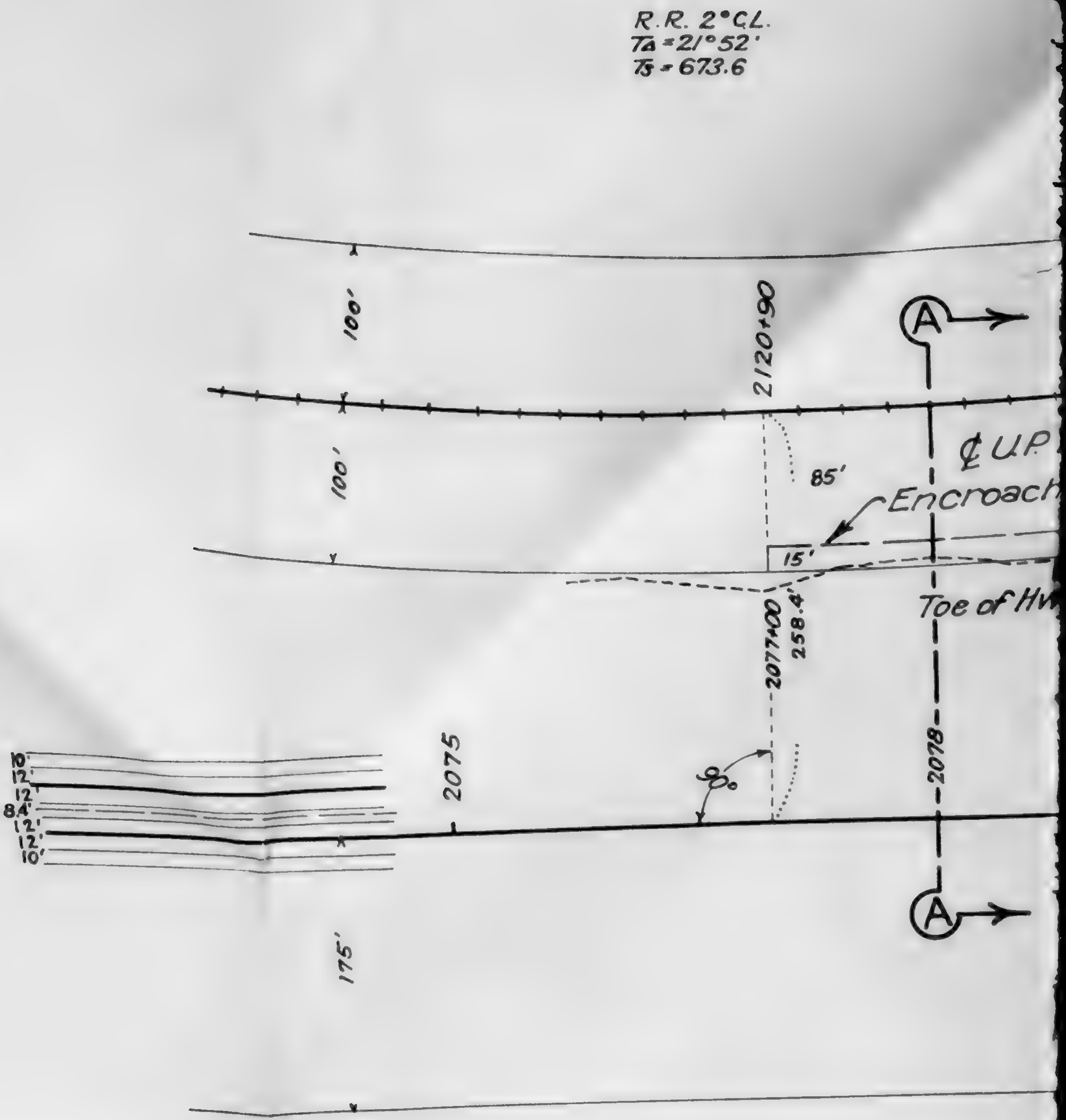
ENCROACHMENT ON U.P.R.R.CO.

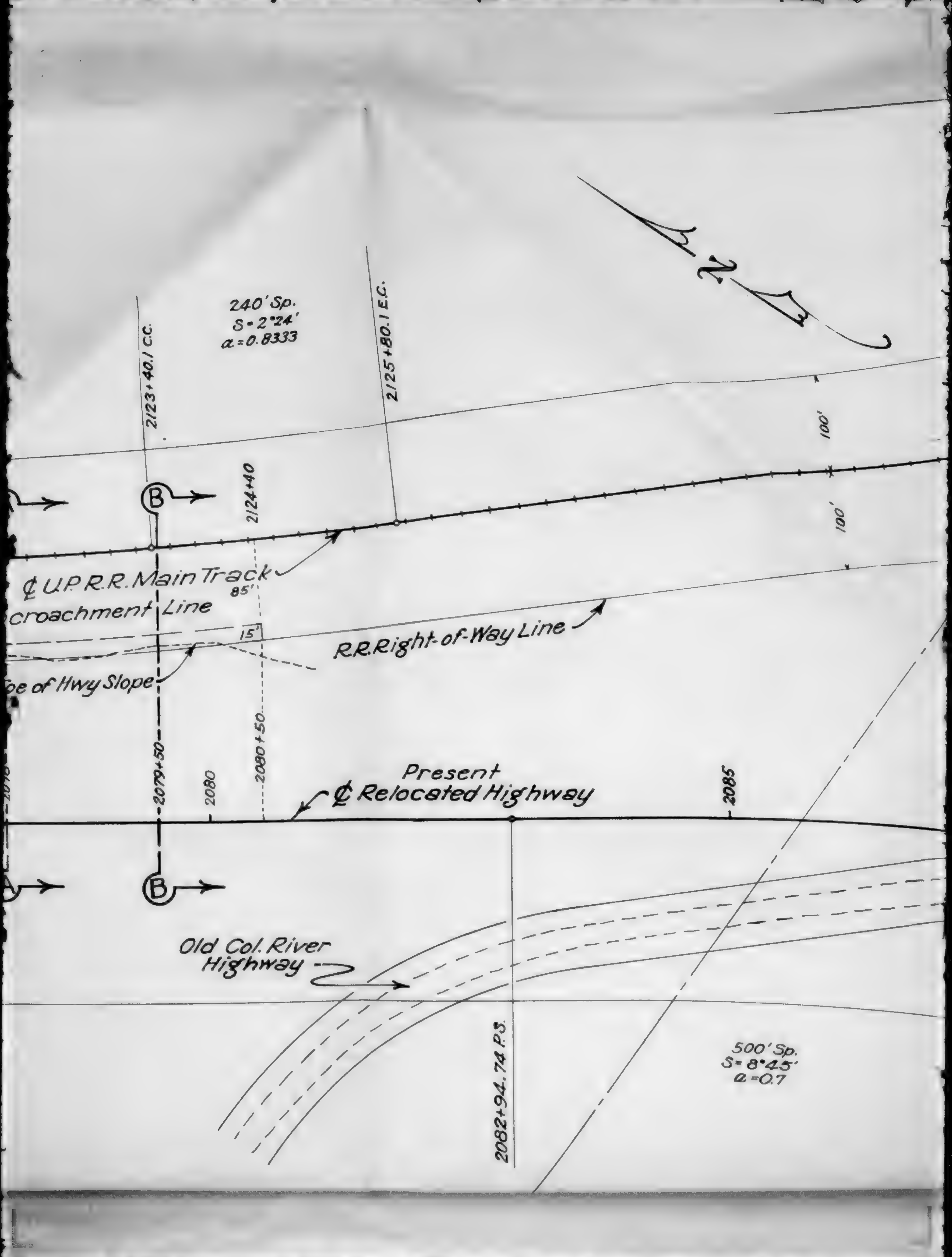
ROWENA-CHENOWETH CREEK SEC.

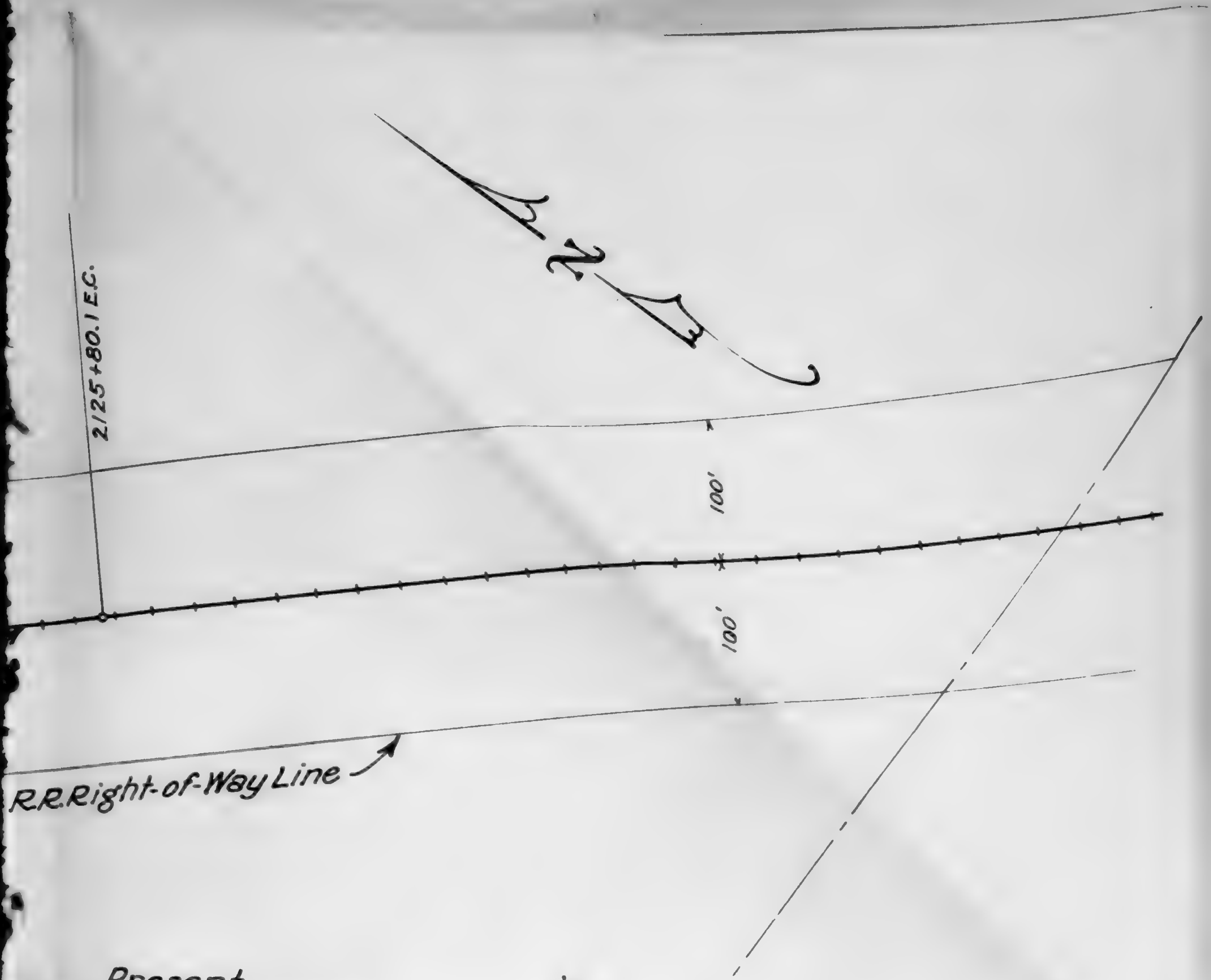
COLUMBIA RIVER HIGHWAY

Scale 1" = 100' June 1958

DWG. No. 8B-10-2

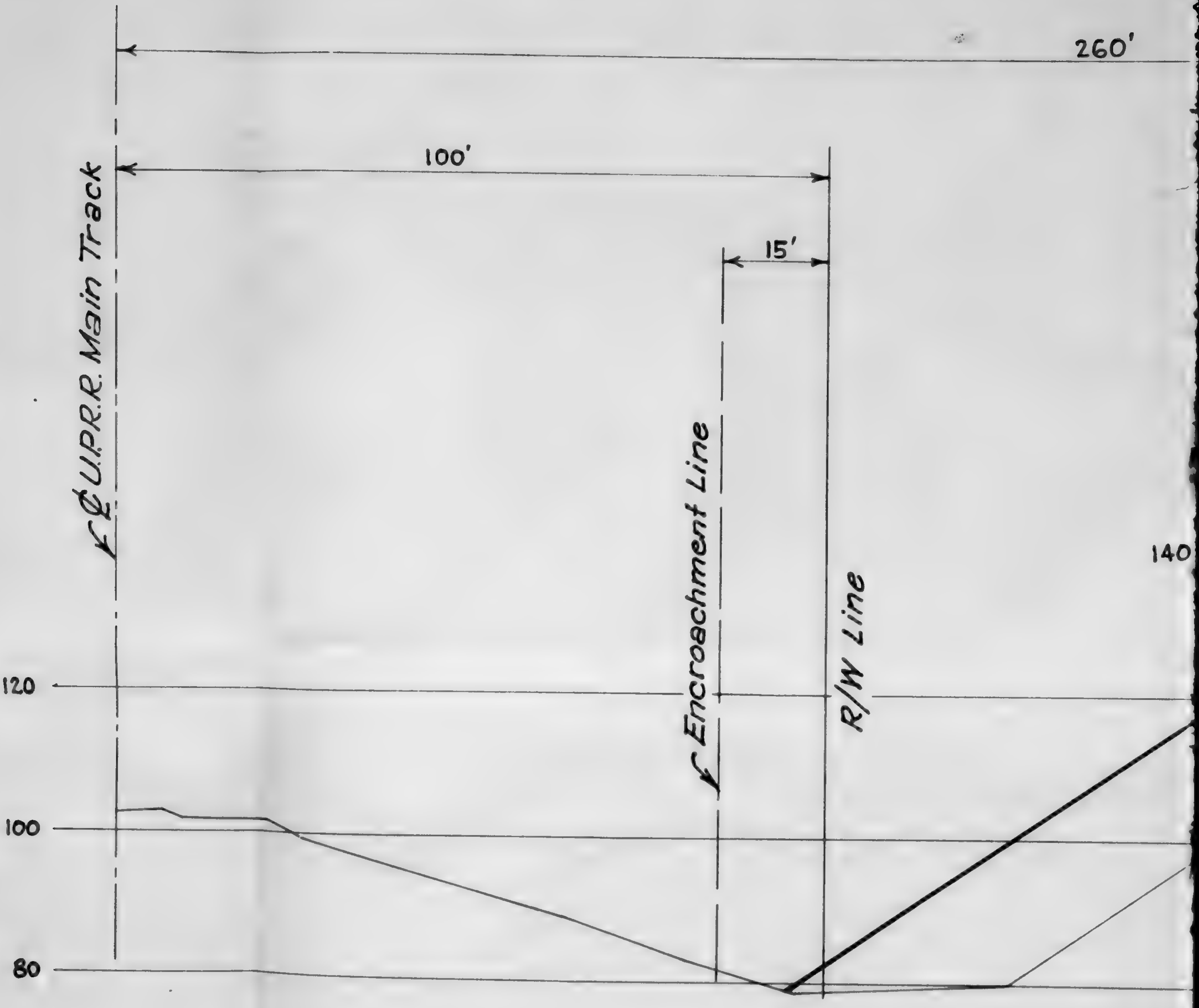

R.R. 2°C.L.
Ta=21°52'
Ts=673.6
100'
100'
2120+90
A
℄ U.P.
85'
Encroach
15'
Toe of HW
2077+00
258.4'
2078
2075
90°
10'
12'
12'
8.4'
12'
12'
10'
175'
A


N
240' Sp.
S=2°24'
a=0.8333
2123+40.1 C.C.
2125+80.1 E.C.
100'
100'
2124+40
B
B
₵ U.P. R.R. Main Track
85'
croachment Line
15'
R.R. Right-of-Way Line
oe of Hwy Slope
2079+50
2080
2080+50
Present
₵ Relocated Highway
2085
Old Col. River
Highway
2082+94.74 P.S.
500' Sp.
S=8°45'
a=0.7

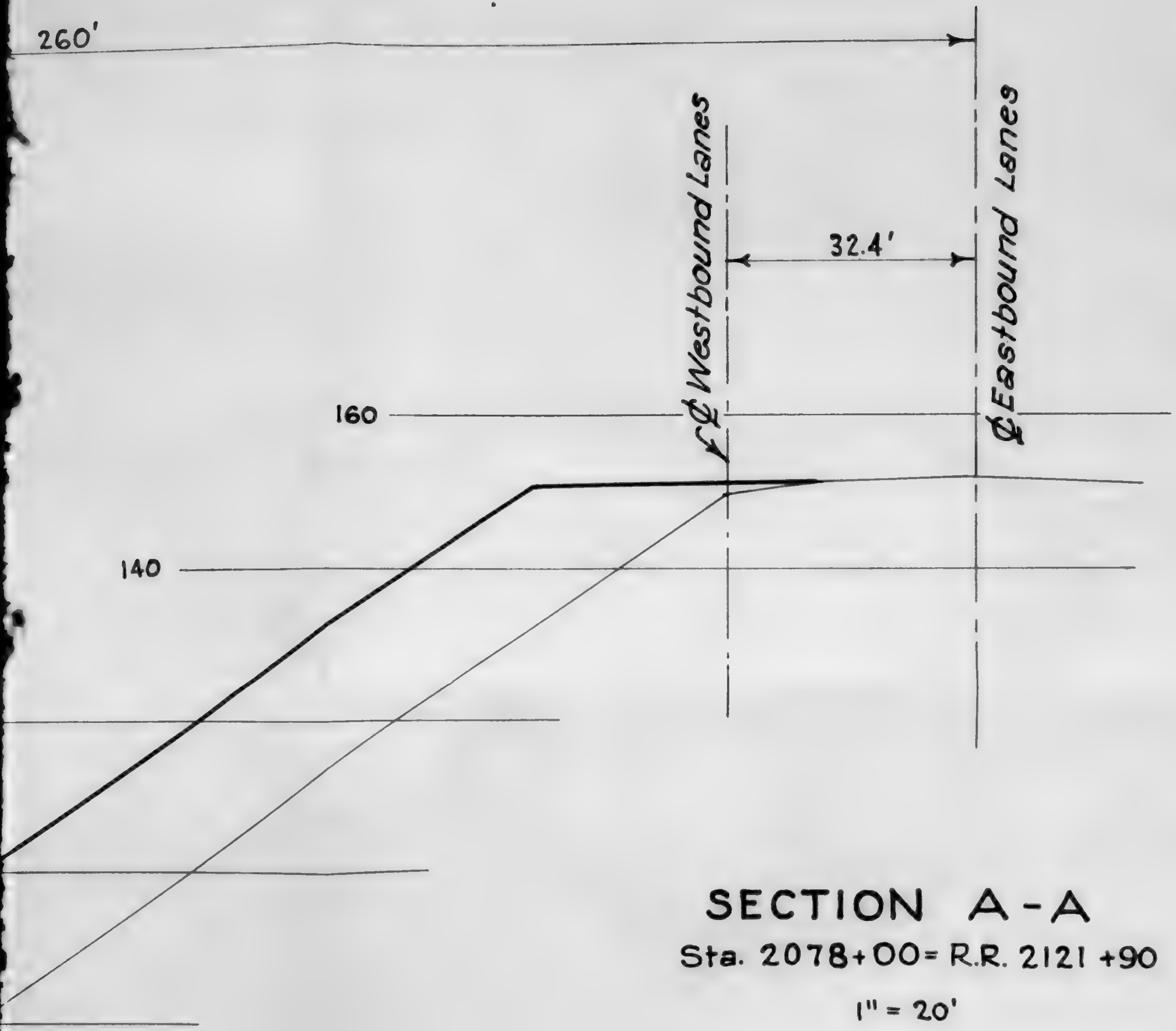

2125+80.1 E.C.
100'
100'
R.R. Right-of-Way Line
Present
℄ Relocated Highway
2085
175'
2082+94.74 P.S.
500' Sp.
S=8°45'
a=0.7
2087+94.74 P.S.C.

FILE No. 28383

For R/W See 5B-35-15



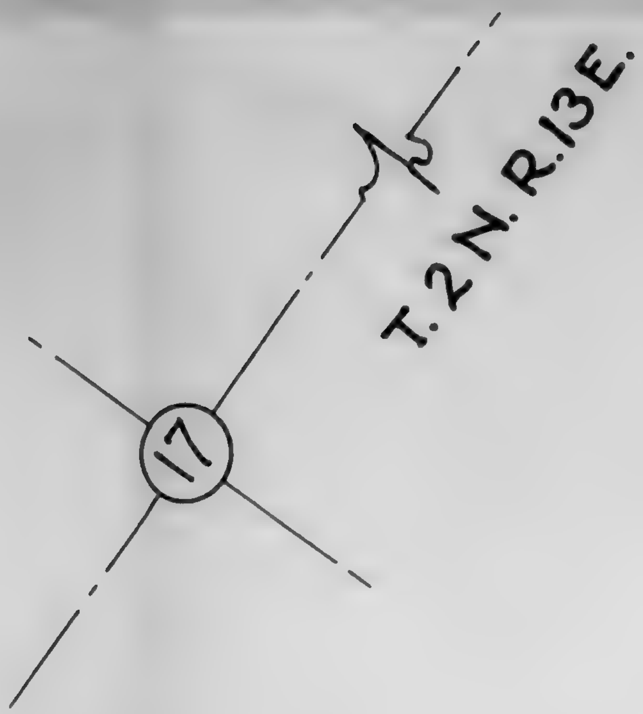
260'
100'
15'
℄ U.P.R.R. Main Track
Encroachment Line
R/W Line
140
120
100
80

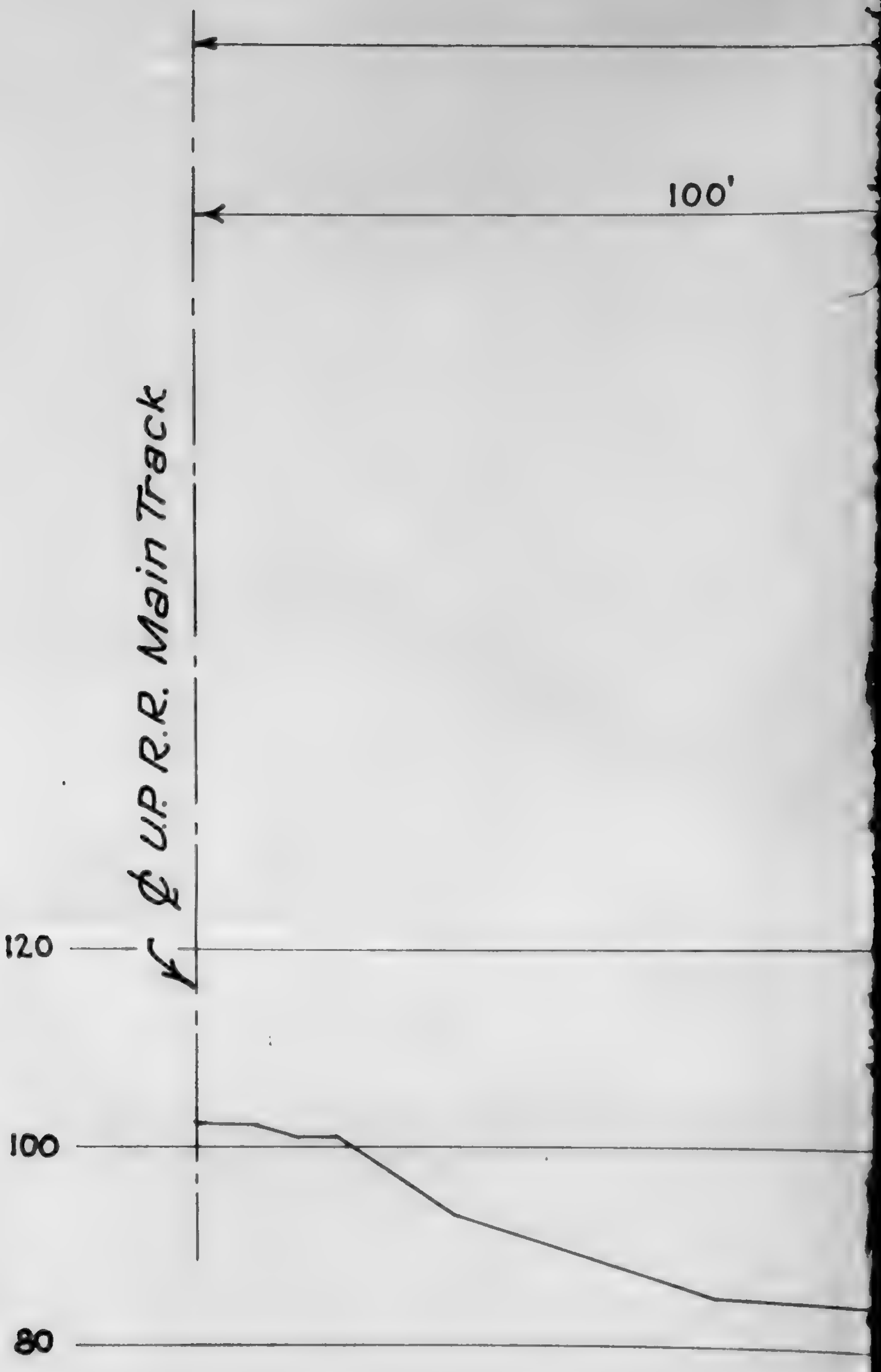

260'
℄ Westbound Lanes
℄ Eastbound Lanes
32.4'
160
140

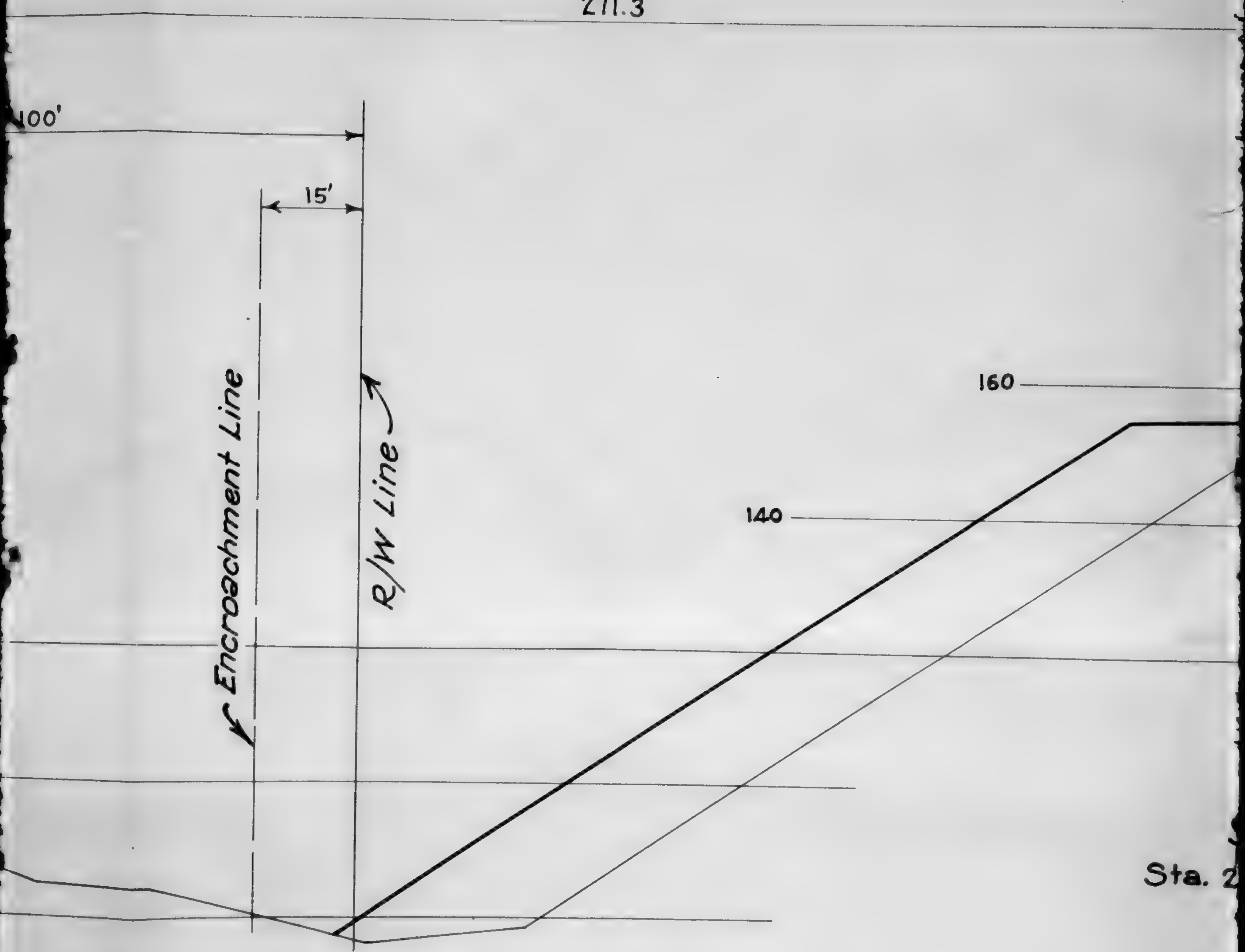
SECTION A-A

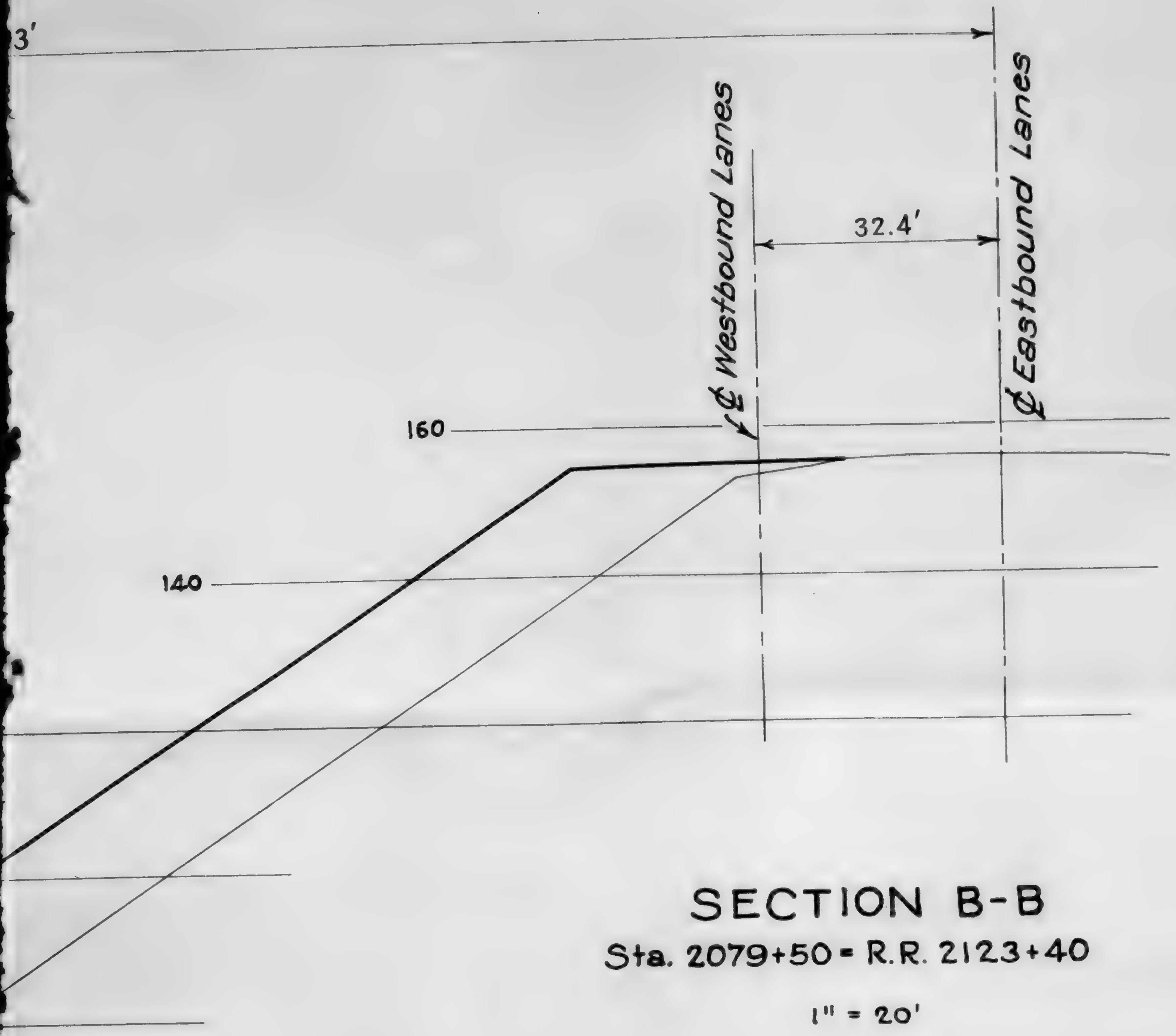
Sta. 2078+00= R.R. 2121 +90

1" = 20'


17
T.2N. R.13E.


℄ U.P. R.R. Main Track


271.3'
100'
15'
Encroachment Line
R/W Line
160
140
Sta. 2


3'
℄ Westbound Lanes
℄ Eastbound Lanes
32.4'
160
140

SECTION B-B

Sta. 2079+50 = R.R. 2123+40

1" = 20'

I-5-1(7)50 Josephine Co. Line- 1958
Evans Cr. Sec. of Pac.
#5393 Hwy. (Grading)

CtA
2039

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FOR FILING

W.C. Williams

W C WILLIAMS

August 30, 1960

FINAL COST ANALYSIS

Josephine Co. Line-Evans Creek
Contract No. 5393

Grading
Contractor: Earl L. McNutt
Resident Engineer: A. L. Chapman

Pacific Highway
Prefix 615-1065
Project #I-5-1(7) 50

I-5-1(7) 50

5393

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	30,000.00		21,718.34	30,000.00
Drainage Excavation	10,071.23	Cu. Yd.	1.50	1.35	13,641.80	15,106.85
Structural Excavation	145.83	Cu. Yd.	4.00	4.00	583.32	583.32
General Excavation	751,250.3	Cu. Yd.	0.30	0.32	242,771.50	225,375.09
Short Overhaul	3,132,186	Yd. Sta.	0.005	0.0047	14,654.42	15,660.93
Long Overhaul	138,833.2	C-Yd. Sta.	0.35	0.34	47,277.27	48,591.62
Finish R.B. & Slopes	2.97	Mile	1,000.00	820.60	2,437.19	2,970.00
Rounding Cutbanks	6,260	Lin. Ft.	0.15	0.13	842.31	939.00
12" Corr. Metal Pipe	132	Lin. Ft.	3.25	2.68	354.19	429.00
18" Corr. Metal Pipe	198	Lin. Ft.	4.55	3.75	742.58	900.90
24" Corr. Metal Pipe	773	Lin. Ft.	6.85	5.71	4,416.36	5,295.05
12" Concrete Culvert Pipe	213	Lin. Ft.	2.60	1.61	342.18	553.80
18" Concrete Culvert Pipe	1,065	Lin. Ft.	4.70	3.30	3,515.66	5,005.50
24" Concrete Culvert Pipe	1,494	Lin. Ft.	3.95	4.20	6,274.80	5,901.30
36" Concrete Culvert Pipe	1,140	Lin. Ft.	11.95	8.19	9,336.60	13,623.00
48" Concrete Culvert Pipe	990	Lin. Ft.	18.20	15.12	14,968.80	18,018.00
6" Metal Drain Pipe	498	Lin. Ft.	1.85	1.26	629/69	921.30
6" Perf. Mtl. Dr. Pipe, Unctd.	3,034	Lin. Ft.	1.95	1.21	3,668.70	5,916.30
Special Backfill in Drains	537.73	Cu. Yd.	6.00	4.46	2,399.63	3,226.38
42" Corr. Mtl. Siphon Pipe	340	Lin. Ft.	20.10	17.41	5,919.06	6,834.00
Class A Conc. in Encasements	7.61	Cu. Yd.	50.00	50.00	380.50	380.50
Mtl. Reinforcement in Encasements	221	Lbs.	0.20	0.20	44.20	44.20
58" Corr. Mtl. Pipe, Arch Type	30	Lin. Ft.	22.30	18.98	569.42	669.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
18" Culvert End Sections	14	Each	43.00	32.76	458.64	602.00
Bin Type Retaining Wall	100%	All	27,000.00		23,366.06	27,000.00
Concrete Inlets, Type D	13	Each	70.00	70.00	910.00	910.00
Class A Conc. in Box Culverts	682.45	Cu. Yd.	58.00	58.00	39,582.10	39,582.10
Mtl. Reinforcement in Box Culv.	145,351	Lbs.	0.14	0.14	20,349.14	20,349.14
Class A Conc. in Walls	54.82	Cu. Yd.	58.00	58.00	3,179.56	3,179.56
Mtl. Reinforcement in Walls	7,568	Lbs.	0.14	0.14	1,059.52	1,059.52
Concrete Ditch Lining	748.83	Sq. Yd.	10.00	10.00	7,488.20	7,488.30
Hand Placed Riprap	8.27	Cu. Yd.	30.00	23.00	190.24	248.10
Type 2 Fence	1,785.21	Rod	6.25	5.85	10,440.80	11,157.56
Coarse Cr. Mat'l in Base	4,256.56	Cu. Yd.	3.15	3.05	12,982.51	13,408.16
3/4"-0 Cr. Mat'l in Base	1,152.31	Cu. Yd.	3.40	3.25	3,745.01	3,917.85
Sprinkling	3,628.2	M-Gal.	2.50	2.28	8,281.30	9,070.50
Furnish & Place Aggregate	360	Cu. Yd.	4.25	4.25	1,530.00	1,530.00
120-150 Asphalt	25.42	Tpn	60.00	60.00	1,525.20	1,525.20
RS-2 Asphalt	7.13	Ton	60.00	60.00	427.80	427.80
PA#1 Salvage & Store existing Corr. Metal Pipe	100%	All	1,500.00		566.96	1,500.00
PA#1 Embankment Foundation Excavation	1,063.9	Cu. Yd.	0.50	0.48	507.77	531.95
PA#1 42" Welded Steel Pipe, 3 ga.	360	Lin. Ft.	27.78	22.77	8,198.75	10,000.80
PA#1 Class A Concrete	7.61	Cu. Yd.	57.50	57.50	437.58	437.58
PA#1 Reinforcing Steel	798	Lbs.	0.23	0.23	183.54	183.54
PA#2 42" Dresser Coupling	2	Each	113.75	178.81	357.62	227.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#3 Loose Riprap	13,097	Cu.Yd.	3.70	3.10	40,567.96	48,458.90
PA#4 Purchase Excess Corr. Metal Pipe & Couplings	100%	All	283.63		283.63	283.63
PA#5 Additional Allowance for Riprap Excavation	100%	All	382.25		355.95	382.25
Force Account					5,356.20	5,667.12
					$589,820.56	$616,074.10

Gross Revenue	$ 616,074.10
Total Cost	589,820.56
Net Profit	$ 26,253.54

Net Profit Equals 4.2% of Gross Revenue

DETAIL OF COSTS - Contract No. 5393

Labor:				
Labor			$ 136,190.14	
Labor Insurance			9,451.60	
Health & Welfare and Pension			6,727.79	$ 152,369.53
Materials:				
12" Corr.Metal Pipe	132 Lin.Ft.	@ $2.10	277.20	
12" Corr.Metal Bands	6 Each	@ $2.10	12.60	
18" Corr.Metal Pipe	198 Lin.Ft.	@ $2.90	574.20	
18" Corr.Metal Bands	9 Each	@ $2.90	26.10	
24" Corr.Metal Pipe	773 Lin.Ft.	@ $4.50	3,478.50	
24" Corr.Metal Bands	38 Each	@ $4.50	171.00	
12" Conc.Culvert Pipe	213 Lin.Ft.	@ $0.93	198.09	
18" Conc.Culvert Pipe	1,065 Lin.Ft.	@ $2.15	2,289.75	
24" Conc.Culvert Pipe	1,494 Lin.Ft.	@ $2.80	4,183.20	
36" Conc.Culvert Pipe	1,140 Lin.Ft.	@ $6.00	6,840.00	
48" Conc.Culvert Pipe	990 Lin.Ft.	@ $12.00	11,880.00	
6" Metal Drain Pipe	498 Lin.Ft.	@ $0.85	423.30	
6" Perf.Mtl.Dr.Pipe	3,034 Lin.Ft.	@ $0.80	2,427.20	
6" Metal Bands	170 Each	@ $1.08	183.60	
42" Corr.Metal Pipe	340 Lin.Ft.	@ $12.43	4,226.20	
42" Corr.Metal Bands	17 Each	@ $41.00	697.00	
58" C.M.P., Arch Type	30 Lin.Ft.	@ $16.10	483.00	
58" Corr.Metal Bands	1 Each	@ $16.10	16.10	
18" Metal End Section	14 Each	@ $23.20	324.80	
42" Welded Steel Pipe, 3 ga.	360 Lin.Ft.	@ $16.95	6,102/00	
42" Dresser Couplings	2 Each	@ $161.80	323.60	
Freight on 42" Steel Pipe			288.00	45,425.44
Equipment Rentals and Miscellaneous Supplies:				
Equipment Rentals			174,021.15	
Gas, Oil and Grease			16,689.19	
Bond			2,664.30	
P.U.C.			336.90	
P.L. and P.D. Insurance			1,702.38	
Small Tools and Misc. Supplies			2,147.50	
Freight and Cartage			3,795.70	
Amt. paid Doug Freeburn for Riprap			38,636.15	
Amt. paid Snook Bros., for Concrete Work			73,851.90	
Amt. paid John Waite for Culvert Pipe Installations			12,348.04	
Amt. paid M.C. Lininger & Sons for Crushing Rock			17,879.52	
Amt. paid Hughes & Dodd for the Oiling Work			2,822.16	
Amt. paid Armco Co., for Furn. & Pacing Bin Type Retain. Wall			21,527.23	
Amt. paid Salter & Klein for Furnishing & Installing Fence			9,943.62	
Home Office and General Overhead			11,401.85	
Railroad Insurance			2,258.00	392,025.59
		TOTAL COST		$ 589,820.56

Remarks - Contract No. 5393

This was a "Federal Aid Interstate Project" calling for the grading of 2.97 miles of highway roadbed on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

The contract was bid November 12, 1958, awarded December 24, 1958. Work started January 14, 1959 and the project was completed December 7, 1959.

The contractor moved in two D-8 cats and clearing dozers and a crew of six men on January 14, 1959 and started clearing. It required approximately four months to complete the clearing and grubbing.

The culvert pipe was installed by John Waite and his crew of men for various prices according to size, the contractor furnishing the material. A profit was realized on the pipe with the exception of the 24" concrete pipe which was bid too low.

The contractor started the excavation March 23rd, using four D-8 cats and scrapers, one D-9 push cat and two blades, with two D-8 cats and dozers on the fills. He worked approximately one week then had to close down due to rain. Work resumed three weeks later with additional equipment consisting of three D-W20 scraper units. Only fair progress was made and a small loss was suffered on the excavation.

Snook Brothers, cement contractors, did all the concrete work on this project at the bid prices and good progress was made on these items.

The Armco Co., makers of the metal culvert pipe, furnished and installed the bin retaining wall and the contractor backfilled and tamped the material that was used to fill in back of the walls.

M.C. Lininger and Sons crushed and placed all the rock for this project at less than the bid prices, the contractor realizing a small profit. Hughes & Dodd did the oiling on the project at the bid prices.

The riprap rock was furnished and placed by Doug Freeburn, using a 3/4-cubic yard shovel, five 8-cubic yard trucks and a dozer to place the rock. A profit was realized on this item.

Salter & Klein, fencing contractor, furnished and installed the Type 2 fence below the bid price; therefore, the contractor realized a profit on this item.

The contractor had good bid prices, good equipment and good supervision, realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

[illegible] 5393 1-13-60

RECEIVED [illegible] FOR FILING

Monthly transaction number 9-63	Fo PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
		Project number I-5-1(7)50

I-5 1(7)50
5393

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 29**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **694,127**

Revised Federal funds $ **635,437**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **Sept.**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Josephine County Line-Evans Creek Section, Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

[illegible] 5393

RECEIVED
5-5-59
FOR FILING
I-5-1(7)50
5313

Monthly Transaction No.	Fo R-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. 7	**FEDERAL-AID PROJECT AGREEMENT**	County **Jackson**
		Project No. **I-5-1(7)50**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Josephine County Line to Evans Creek on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-28-58	3.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$675,565	$ 624,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer **April 29, 1959**

USComm-DC 11169

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Josephine County Line-Evans Creek Section, Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Josephine County Line-Evans Creek Section, Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HFC:bb

Federal Aid
Oregon State Highway Department Project No. I-5-1(7)50

JOSEPHINE COUNTY LINE-EVANS CREEK SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 14, 1959

Type Code 0010
Roadway (Sta. 346+55 to Sta. 510+00)(Contract No. 5393)

Clearing and Grubbing	All	Required	$	$ 30,000.00
Drainage Excavation, Unclassified	8,600	cu. yds.	1.50	12,900.00
Structural Excavation, Unclassified	180	cu. yds.	4.00	720.00
General Excavation, Unclassified	768,000	cu. yds.	0.30	230,400.00
Short Overhaul	3,380,000	yd. sta.	0.005	16,900.00
Long Overhaul	186,000	C-yd.sta.	0.35	65,100.00
Finishing Roadbed and Slopes	2.97	miles	1,000.00	2,970.00
Rounding Cutbanks	6,900	lin. ft.	0.15	1,035.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.25	455.00
18-inch Corrugated Metal Pipe	110	lin. ft.	4.55	500.50
24-inch Corrugated Metal Pipe	860	lin. ft.	6.85	5,891.00
12-inch Concrete Pipe	44	lin. ft.	2.60	114.40
18-inch Concrete Pipe	1,300	lin. ft.	4.70	6,110.00
24-inch Concrete Pipe	1,480	lin. ft.	3.95	5,846.00
36-inch Concrete Pipe	1,080	lin. ft.	11.95	12,906.00
48-inch Concrete Pipe	1,060	lin. ft.	18.20	19,292.00
6-inch Metal Drain Pipe	140	lin. ft.	1.85	259.00
6-inch Perforated Metal Drain Pipe	1,490	lin. ft.	1.95	2,905.50
Special Backfill in Drains	210	cu. yds.	6.00	1,260.00
42-inch Corrugated Metal Siphon Pipe	370	lin. ft.	20.10	7,437.00
Class "A" Concrete in Encasements	8	cu. yds.	50.00	400.00
Metal Reinforcement in Encasements	220	lbs.	0.20	44.00
58-inch Arch Type Corrugated Metal Pipe	44	lin. ft.	22.30	981.20
18-inch Culvert End Sections	22	only	43.00	946.00
Bin Type Retaining Wall	All	Required		27,000.00
Concrete Inlets, Type "D"	14	only	70.00	980.00
Class "A" Concrete in Box Culverts	660	cu. yds.	58.00	38,280.00
Metal Reinforcement in Box Culverts	144,000	lbs.	0.14	20,160.00
Class "A" Concrete in Walls	110	cu. yds.	58.00	6,380.00
Metal Reinforcement in Walls	17,000	lbs.	0.14	2,380.00
Concrete Ditch Lining	820	sq. yds.	10.00	8,200.00
Hand Placed Riprap	8	cu. yds.	30.00	240.00
Type 2 Fence	1,960	rods	6.25	12,250.00
Coarse Crushed Material in Base	4,600	cu. yds.	3.15	14,490.00
3/4" - 0 Material in Base	1,000	cu. yds.	3.40	3,400.00
Sprinkling	900	M-gal.	2.50	2,250.00
Furnishing and Placing Aggregates	310	cu. yds.	4.25	1,317.50
120-150 Asphalt	24	tons	60.00	1,440.00
RS-2 Asphalt	6	tons	60.00	360.00
				$564,500.10
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		11,750.00
Signing	All	Required		1,000.00
Slope Compaction	All	Required		9,700.00

Install Water Pipe	All Required	$	$ 3,000.00
Work by Pacific Telephone & Telegraph Co.	All Required		16,300.00
Work by California Oregon Power Co.	All Required		7,400.00
	Subtotal		$614,150.10
	10% Engr. & Cont.		61,415.01
	Total		$675,565.11

Length of Roadway - - - - - - - - - -	2.966 Miles
Length of 1 Structure - - - - - - - -	0.130 Mile (Exception)
Total Length- - - - - - - - - - - - -	3.096 Miles
Cost of Roadway Per Mile- - - - - -	$227,769.76

Federal Funds -	$624,000.00
State Funds -	51,565.11
	$675,565.11

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

JOSEPHINE COUNTY LINE-EVANS CREEK SECTION

PROJECT NO. I-5-1(7)50

Estimated costs of work by the California Oregon Power Co.

Materials		$3,251.00
Labor		3,561.00
Equipment		764.00
Overhead		1,353.00
Salvage Credit		1,500.00 Cr.
		$7,429.00
	USE	$7,400.00

Estimated cost of work by the Pacific Tel. & Tel. Co.

Labor		$2,020.00
Materials		7,669.00
Equipment		310.00
Overhead		520.00
Right of Way		800.00
Work by Contract		5,000.00
		$16,319.00
	USE	$16,300.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(7)50

JOSEPHINE COUNTY LINE-EVANS CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 22, 1958

Type Code 0010
Roadway (Sta. 346+65 to Sta. 510+00)

Clearing and Grubbing	All	Required	$	$ 40,000.00
Drainage Excavation, Unclassified	8,600	cu. yds.	3.00	25,800.00
Structural Excavation, Unclassified	180	cu. yds.	7.00	1,260.00
General Excavation, Unclassified	768,000	cu. yds.	0.55	422,400.00
Short Overhaul	3,380,000	yd. sta.	0.01	33,800.00
Long Overhaul	186,000	C-yd.sta.	0.40	74,400.00
Finishing Roadbed and Slopes	2.97	miles	2,500.00	7,425.00
Rounding Cutbanks	6,900	lin. ft.	0.20	1,380.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.75	525.00
18-inch Corrugated Metal Pipe	110	lin. ft.	5.00	550.00
24-inch Corrugated Metal Pipe	860	lin. ft.	7.50	6,450.00
12-inch Concrete Pipe	44	lin. ft.	2.50	110.00
18-inch Concrete Pipe	1,300	lin. ft.	4.50	5,850.00
24-inch Concrete Pipe	1,480	lin. ft.	6.00	8,880.00
36-inch Concrete Pipe	1,080	lin. ft.	10.00	10,800.00
48-inch Concrete Pipe	1,060	lin. ft.	17.00	18,020.00
6-inch Metal Drain Pipe	140	lin. ft.	2.00	280.00
6-inch Perforated Metal Drain Pipe	1,490	lin. ft.	2.00	2,980.00
Special Backfill in Drains	210	cu. yds.	6.00	1,260.00
42-inch Corrugated Metal Siphon Pipe	370	lin. ft.	20.00	7,400.00
Class "A" Concrete in Encasements	8	cu..yds.	80.00	640.00
Metal Reinforcement	220	lbs.	0.20	44.00
58-inch Arch Type Corrugated Metal Pipe	44	lin. ft.	28.00	1,232.00
18-inch Culvert End Sections	22	only	50.00	1,100.00
Bin Type Retaining Wall	All	Required		26,020.00
Concrete Inlets, Type "D"	14	only	85.00	1,190.00
Class "A" Concrete in Box Culverts	660	cu. yds.	60.00	39,600.00
Metal Reinforcement in Box Culverts	144,000	lbs.	0.15	21,600.00
Class "A" Concrete in Walls	110	cu. yds.	80.00	8,800.00
Metal Reinforcement in Walls	17,000	lbs.	0.15	2,550.00
Concrete Ditch Lining	820	sq. yds.	9.00	7,380.00
Hand Placed Riprap	8	cu. yds.	10.00	80.00
Type 2 Fence	1,960	rods	6.00	11,760.00
Coarse Crushed Material in Base	4,600	cu. yds.	2.75	12,650.00

3/4" - 0 Material in Base	1,000 cu. yds.	$ 3.00	$ 3,000.00
Sprinkling	900 M-gals.	3.00	2,700.00
Furnishing and Placing Aggregates	310 cu. yds.	4.00	1,240.00
120-150 Asphalt	24 tons	50.00	1,200.00
RS-2 Asphalt	6 tons	60.00	360.00
			$812,716.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Seeding and Mulching	All Required		11,750.00
Signing	All Required		1,000.00
Slope Compaction	All Required		9,700.00
Install Water Pipe	All Required		3,000.00
Work by Pacific Telephone and Telegraph Company	All Required		33,500.00
Work by California-Oregon Power Co.	All Required		3,700.00
	Subtotal		$875,866.00
	10% Engr. & Cont.		87,586.60
	Total		$963,452.60

Length of Roadway	2,966 Miles
Length of 1 Structure	0.130 Mile
Total Length	3.096 Miles
Cost of Roadway Per Mile	$324,832.29

Federal Funds	$889,000.00
State Funds	74,452.60
	$963,452.60

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RECEIVED
MAY 4 - 1960
FOR FILING
[illegible]
5393

May 4, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5393 for grading the Josephine County Line-Evans Creek Section of Pacific Highway in Jackson County was completed by the contractor, Earl L. McNutt Co., on December 7, 1959, and was formally accepted by the Highway Commission on April 21, 1960.

Final payment in the amount of $17,372.86 will be released to the contractor on or after May 14, 1960. The total contract amount is $616,074.10, of which amount $5,667.12 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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MAR 22 1960
FOR FILING

[illegible]
5393

March 21, 1960

United Pacific Insurance Co.
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached are letters received from Earl L. McNutt Co. and K. E. Rowland of Grants Pass Ready Mix which state that Snook Bros., Corvallis, have paid their account in full with the Grants Pass Ready Mix (amount not stated).

This appears to be in connection with State Highway Contract No. 5393 with Earl L. McNutt Company for grading the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Earl L. McNutt Co.
391½ E. Broadway
Eugene, Oregon

NOTED ON CARD
Lc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

EARL L. McNUTT
RES. PHONE DI 4-2095

R. E. (BILL) McNUTT
RES. PHONE DI 3-3500

ARNOLD LINDELAND
RES. PHONE DI 4-8567

STANLEY QUIGLEY
RES. PHONE 3-1315
P. O. BOX 1215
BOISE, IDAHO

EARL L. McNUTT CO.
GENERAL CONTRACTORS
351½ EAST BROADWAY PHONE DI 4-4257
EUGENE, OREGON

March 17, 1960

Mr. Floyd Query
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

In regard to the claim of Grants Pass Ready Mix against Snook Brothers on our Josephine County Line-Evans Creek Section project in Jackson County, this bill has been paid by Snook Brothers.

Enclosed is a copy of a letter received by us from Grants Pass Ready Mix so stating. We are writing this letter in case you were not notified of this fact.

NOTED
FLOYD QUERY

Yours very truly,

EARL L. McNUTT CO.

By R. E. McNutt
R. E. McNutt, Partner

REM/mw
Enc.

RECEIVED
MAR 21 1960
SALEM
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

OFFICE PHONE
GREENWOOD 6-7573

RESIDENCE PHONE
GREENWOOD 6-4528

GRANTS PASS READY MIX
READY MIX CONCRETE

K. E. ROWLAND, OWNER
PLANT LOCATED ON GORDON WAY
~~1335 BEACON DRIVE~~
GRANTS PASS, OREGON
P.O. Box 212

McNutt Construction Company

Gentlemen:

In regard to the letter written to Snook Brothers of Corvallis, Oregon, dated, February 20, 1960, of which a copy was sent to you; we are pleased to report we have received payment in full of account mentioned in said letter.

Thank you for your cooperation in this matter.

Sincerely yours,

K.E. Rowland
Grants Pass Ready Mix
P.O. Box 212
Grants Pass, Oregon

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MAR 15 1960
FOR FILING

I-5-1(7)50

5393

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

March 14, 1960

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen: State Highway Contract No. 5393 -
Earl L. McNutt Company, Contractor

We acknowledge receipt of and thank you for your letter of March 8, 1960, enclosing a copy of a letter you received from Grants Pass Ready Mix relative to a claim apparently being advanced against Snook Brothers.

We have no immediate knowledge of this matter but assure you we will investigate the same promptly.

Very truly yours,

E. R. MacDougall
Claims Department

ERM:mb

RECEIVED
MAR 15 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

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RECEIVED
MAR 10 1960

FOR FILING

I-5-1(7)50

5393

March 8, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a letter received from Grants Pass Ready Mix, P. O. Box 212, Grants Pass, addressed to Snook Brothers, P. O. Box 687, Corvallis, stating that they had not received payment for the concrete furnished on the Josephine County Line-Evans Creek Section Project in Jackson County.

This appears to be in connection with State Highway Contract No. 5393 with Earl L. McNutt Co. for grading the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Earl L. McNutt Co.
331½ E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
EC

CWH:fp

////////////////

Grants Pass Ready Mix
P.O. Box 212
February 20, 1960

Snook Brothers
P.O. Box 687
Corvallis, Oregon

Gentlemen:

As of this date, we have not received payment on your account for the concrete on the Josephine County to Evans Creek State Highway Project. Nor have we received any answer to our letter in which we stated we would be forced to take legal action if payment was not received by February 15, 1960.

We are now forced to turn this account over to our attorney for legal proceedings.

Sincerely,
K E Rowland
Grants Pass Ready Mix
K.E. Rowland
P.O. Box 212
Grants Pass, Oregon

cc McNutt Construction Company
State Highway Department of Oregon

COPY

RECEIVED
FEB 23 1960

Form E-1—(Rev.)—

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 19, 1960

Section Josephine County Line - Evans Creek

Kind of work Grading

Highway Pacific County Jackson

Section prefix 615-1065

Contractor Earl L. McNutt Company

Contract number 5393

Date of contract December 24, 1958

Specified work days 169

Date work started January 14, 1959

Work days used 162

Project authorization $706,106.36

Exclusive of engineering $655,894.35

Per cent of time elapsed 95.9 %

Estimated cost of completed project, exclusive of engineering $647,521.95

Estimated per cent overrun or underrun . . . . 1.13 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $50,212.01

Engineering cost to date $42,660, 85.0 %

Date project was completed December 7, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100 %	100 %	100 %	100 %	100 %	100 %	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All data for the semi-final estimate on this project assembled, checked and expressed to the Division Office.

All work complete on this project except pouring permanent concrete monuments for references and levels to be run for bench mark report. Permanent references will be set when weather permits travel over the new grade, and levels run at that time for bench mark report.

Final report.

CONSTRUCTION DIVISION
RECEIVED
FEB 23 1960
NOTED-- CE ACE ACE

NOTED

Noted
M. N. Juve

Signed R. L.

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.97				
Miles partially completed					
Miles completed	2.97				
Total estimated quantities (contract)	768,000				
Total quantities corrected to date	751,250				
Estimated quantities moved or placed to date	751,250				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	Foggy		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Foggy		
Saturday			

RECEIVED
JAN [illegible] 1960
FOR FILING
I-5-1(7)50
5393

A

When replying, refer to
08-35.4-DB

408 State Highway Building
Salem, Oregon

January 12, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Extra Work Order No. 4
Oregon Project I-5-1(7)50
Jackson County Line-Evans
Creek Section, Pacific Highway
Contract No. 5393

Dear Sir:

We are returning the subject Extra Work Order to you unapproved.

Paragraph 12b of PPM 21-6.3 provides that all changes and extra work must be approved by the Bureau of Public Roads in advance of commencement of work except in an emergency or other unusual conditions.

There was no apparent emergency or other unusual conditions involved in this case nor was the matter called to the attention of our area engineer during any of his inspections.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

Orig. Return

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JAN 2[illegible] 1960
FOR FILING
I 5-1(7)50

5393

When replying, refer to
08-33.4-DB

408 State Highway Building
Salem, Oregon

January 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Extra Work Order #3 on Oregon Interstate Project I-5-1(7)50 Josephine Co. Line-Evans Creek covering repair of irrigation pipe is returned herewith and is approved. Although the work was performed for a considerable time before the order was submitted for our approval, which is contrary to our policy and your Standard Specifications, we are approving the order. In this instance the work was somewhat of an emergency and it was discussed with our area engineer at the time the work was performed.

Our approval of this retroactive order is not to be considered as a presecedent for approval of other retroactive orders. Generally these retroactive orders will not be approved.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

Pinton

RECEIVED
JAN [illegible] 1960
FOR FILING
I-5-1(7)50
[illegible]

When replying, refer to
08-35.4-DB

408 State Highway Building
Salem, Oregon

January 8, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Price Agreement #5 submitted with your letter of January 7, 1960, and covering construction of riprap on Oregon Interstate project I-5-1(7)50, Josephine Co. Line-Evans Creek is returned herewith without approval.

Paragraph 12b of PPM 21-6.3 provides that all changes and extra work must be approved by the Bureau in advance of the commencement of work except in cases of emergency or other unusual conditions. Furthermore Article 1.9.6 of your Standard Specifications require the contractor to notify the engineer in writing of his intent to claim additional compensation before the extra expense to be claimed is incurred. There was no apparent emergency involved and it is very doubtful if the conditions could be considered unusual in that a revision of the schedule of operations to provide for the contengency noted in your letter could have been effected. Since the work was completed a considerable length of time prior to submission of the Price Agreement which is contrary to both your specifications and is established Bureau Policy, there appears to be no alternative except to disapprove the Agreement.

Furthermore, Price Agreement #3 has been previously approved providing for an adjustment in the price of riprap. There is no apparent reason why the contractor did not consider the additional cost involved at Evans Creek in his adjusted price for riprap.

It is becoming increasingly important that we adhere more strictly to the Bureau Policy and to the requirements of your standard policy and to the requirements of your standard specifications in the approval of retroactive Extra Work Orders and Price Agreements. We will appreciate your cooperation in this respect.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

ENCLS.

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RECEIVED
JAN - 8 1960
FOR FILING

I-5-1(7)50

53/3

January 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering emergency repairs to 42" corrugated siphon pipe on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, in connection with Federal Aid Project No. I-5-1(7)50.

During the irrigation season the 42" corrugated metal siphon pipe at Station 348+90 showed signs of failure, leaking excessively at the joints and undermining this pipe as well as a wooden installation underneath. It was necessary to maintain the pipe in use for irrigation and repairs were made on three different occasions, the first repair at the contractor's expense. This order represents the cost of the two later repairs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

GMP:jb
Enc.

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5393

A

January 7, 1960

Mr. C. U. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering extra clearing on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, in connection with Federal Aid Project No. I-5-1(7)50.

In order to widen and flatten embankment slopes to dispose of excess excavation material it was necessary to do clearing outside of the original clearing limits. This allowed use of the excess material and benefited the fill slopes.

This work has been tentatively approved by the B.P.R.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Enc.

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FORM E-30
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1960

SUBJECT: Josephine County Line-Evans Creek
Pacific Highway
Contract No. 5393

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Extra Work Orders No. 3 and 4 and Price Agreement No. 5 on this section are forwarded for transmittal to the Bureau of Public Roads. These are end of the job claims.

Extra Work Order No. 3 is for repairs made to the joints of a 42-inch corrugated metal siphon pipe in order to prevent excess leakage during the irrigation season. You will recall that this 42-inch pipe was incorrectly designed and installed and that we subsequently were required to remove the pipe and replace it with a 42-inch welded steel pipe. This corrugated pipe suffered such failure at the joints as to make emergency repairs necessary to keep from undermining foundations of the irrigation company's wooden pipe located below our installation. We believe that the order is a just one and should be honored. The Bureau of Public Roads has been approached but, as yet, has not indicated approval or disapproval.

Extra Work Order No. 4 is for extra clearing necessary to accommodate the widening and flattening of embankment slopes in order to dispose of excess excavation. The cost of this extra clearing is reasonable and the order should be honored. The Bureau of Public Roads has indicated approval.

Price Agreement No. 5 is intended to compensate the contractor for the extra expense to him involved in excavating the river bank prior to placing riprap material. In connection with this item, the contractor was prevented from performing the necessary excavation at the river bank due to non-completion of the Evans Creek bridge design until after such time as the fill for the bridge had been constructed. The normal arrangement would have been to use scrapers in a one-way traveling operation. However, the contractor was required to operate under a cul-de-sac arrangement while actually doing the work as the completion of the fill itself prevented any other arrangement. This Price Agreement is also reasonable and should be honored. The Bureau of Public Roads has been approached but as yet has not indicated approval or disapproval.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

[illegible]
FORREST COOPER

FBK:fp
Enc.

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5393

December 22, 1959

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Earl L. McNutt Co., a portion of the funds heretofore retained by the Commission on contract #5393 for grading the Josephine County Line-Evans Creek Section of Pacific Highway in Jackson County.

This payment, in the amount of $15,906.05, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $18,516.53. The present payment will be released on or after January 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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DEC - 9 1959
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I 5-1(7)50

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A

December 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 7, 1959, on Contract No. 5393, Josephine County Line-Evans Creek Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DHP:jb

cc: Clarence G. Swenson

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5393

A

November 5, 1959

Earl L. McNutt Co.,
351½ East Broadway
Eugene
Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 5, 1959, had under discussion your request for an extension of time of 65 additional workdays within which to complete your contract #5393 for grading the Josephine County Line-Evans Creek Section of Pacific Highway in Jackson County.

We are pleased to inform you that the Highway Commission granted you 19 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
cc: F. D. Morgan
A. L. Chapman
Tom Edwards

A

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NOV -7 1959
FOR FILING
I-5-1(7)56

5393

November 4, 1959

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 5-6 Meeting

Gentlemen:

The Earl L. McNutt Company, contractor for the Josephine County Line-Evans Creek Section of the Pacific Highway, Contract No. 5393, has requested an additional 65 days within which to complete this contract. Analysis of the claims set forth by the contractor indicates that a total of 19 days should be allowed for the following reasons:

1. The contractor's operations were held up 12 working days in the area between Stations 492+80 and 510+00 after the completion of the major grading work due to the necessity of placing riprap in the lower portions of the fill in the area under a price agreement.

2. The contractor was required to replace a 42-inch siphon pipe at Station 348+90 which failed due to excessive water pressure with a welded steel pipe. Due to commitments by the irrigation company, which owns the pipe, the replacement operation was not allowed to begin until after all other grading work on the job had been accomplished. Backfilling of this new welded steel pipe will entail at least 7 working days.

It is, therefore, recommended that an increase in workday count on Contract No. 5393 from 150 days to 169 days be allowed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

RECEIVED
1959
FOR FILING

I5-1(7)50

When replying, refer to
08-35.4

5393

408 State Highway Bldg.
Salem, Oregon

November 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Josephine County Line-Evans Creek
Section, Pacific Highway
I-5-1(7)50 - Contract No 5393

Dear Sir:

The 19 day extension of time for the completion of Contract No. 5393 on Oregon Interstate Project I-5-1(7)50, requested in your letter of October 30, 1959 is approved.

Our approval is based on the special provisions which provide that a time extension may be granted because of delays occasioned by a change in plans. Since no suitable riprap material was encountered in roadway excavations and since the hauling of riprap from a special quarry did delay grading between Stas. 492+80 and Sta. 510, such riprapping is considered as a change in plans. We concur in your recommendation for a 12 day time extension due to the grading delay occasioned by riprap placed under Price Agreement # 3.

We also concur in your request for a 7 day time extension due to the grading delay occasioned when the 42 inch siphon pipe at Sta. 348+90 failed and had to be replaced with a 42 inch welded steel pipe under Price Agreements Nos. 1 and 2. Since removal and replacement of this pipe was prohibited during the irrigation season the contractor was unable to construct the embankment over this 42 inch pipe, resulting in a 7 day delay which we consider a change in plans.

Very truly yours,

C. G. Polk
Division Engineer

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1959

SUBJECT: Josephine County Line-Evans Creek
Section
Pacific Highway
Contract No. 5393

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

The contractor on this project, Earl L. McNutt Company, has submitted a request for an increase in workday count of 65 days from 150 days to 215 days. We have analyzed the claim and believe that an increase in number of workdays totaling 19 days is justified. If granted, this would make the new number of workdays equal to 169 days.

The contractor claims that the period between June 10 and August 28 during which 56 workdays were charged should not have been counted as work days, as a Price Agreement for riprap was being negotiated and the material subsequently placed in an area between Station 492+80 and 510. His reason is that during this riprap operation, the embankment for the riprap area could not be completed. An analysis of the work accomplished during this period shows that a normal operation wherein 6,000 to 8,000 yards per day were moved between June 10 and August 13. On August 13, the contractor ran out of embankment areas and had to curtail his operation. The period between August 13 and August 28, during which 12 workdays were charged, was a period when the operation of equipment was seriously hampered due to unavailability of the riprap area. After August 28, he was able to work at full capacity once more. We therefore recommend that 12 days be allowed for the curtailment of his operations during the time that the riprap embankment area was unavailable and the majority of other embankment work was completed.

After installation of a 42-inch siphon pipe at Station 348+90, it became evident that the pipe would not do the job required. It was therefore necessary to execute a Price Agreement to replace the siphon pipe with a welded steel pipe. Due to the inability of doing the work in the irrigation season, the contractor was forced to put this work off until October. He has requested 7 additional workdays for the delay caused by replacing said pipe and by delaying the fill operation over said pipe. It is recommended that these seven days be granted on the basis that the backfilling operation, which could have been carried on along with his normal grading operation, will take at least 7 working days.

NOTED
FORREST COOPER

Forwarded herewith is a rough draft of a letter to the Commission and one to the Bureau of Public Roads.

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

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FOR FILING

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

October 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Subcontractor Salter & Klein - payrolls
Josephine County Line-Evans Creek
I-5-1(7)50

Dear Sir:

Payrolls from Salter & Klein, R/W fencing subcontractors on the above project, were recently received by this office covering the period May 6 to July 8, 1959. In checking the data from our field labor compliance interviews against these payrolls, the following discrepancy was noted:

> On May 25, 1959 we completed a labor compliance interview on the above project with R. Herman Kamping, General Laborer at $2.70 per hour, for Salter & Klein. According to our copy of Salter & Klein's certified payroll, during the period May 21-27, 1959, Mr. Kamping worked only on May 21 and May 22, 1959.

Your assistance in checking this matter is requested.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

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FOR FILING

[illegible]

[illegible]

September 2, 1959

Mr. [illegible] Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Forwarded for your consideration and approval are copies of Order for State Force Work No. 3, Account No. [illegible], covering protection of Western Union Telegraph Company's facilities on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. [illegible], in connection with Federal Aid Project No. I-5-1(7)50.

In order to construct the [illegible] on Project I-5-1(7)50, it was necessary to construct a retaining wall along a portion of the railroad right of way. The retaining wall construction conflicted with the existing Western Union telegraph line. The Western Union Company adjusted their lines so as to be clear of both the retaining wall and the future bridge construction work. This work started on April [illegible], 1959.

Our Bridge Division has been in contact with Western Union in regard to the adjustment of their lines due to the construction of the overcrossing structure. Copies of the exchange of correspondence are attached.

This work will be charged to the overcrossing structure which is not yet under contract. Your approval of this work under the provisions of PPM [illegible] is requested. The total estimated amount of the order is $[illegible].00 with Federal participation of $[illegible].00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1959

SUBJECT: Western Union Line Adjustments
Rogue River Railroad O'Xing
Structure
Josephine Co. Line-Evans Creek
Section
Pacific Highway
Jackson County

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

The Bridge Division has exchanged correspondence with Western Union pertaining to the relocation and/or protection of their lines during the construction of the railroad overcrossing structure. Contract for the structure has not been let. It was necessary to relocate the Western Union lines on the grading project so that a retaining wall could be constructed, so Western Union made the adjustment to clear the construction area for both the retaining wall and the structure. Adjustment of the line started on April 20, 1959.

Reimbursement for this work will be made under the provisions of PPM 30-3, which is the railroad specification, and which allows the Bureau of Public Roads to make such agreements retroactively. The Bureau of Public Roads will make no verbal commitments at this time, but wants a formal application in writing. A rough draft to the Bureau of Public Roads is attached.

The exchange of correspondence by the Bridge Division constitutes an agreement and will be accepted as such by the Bureau of Public Roads. A transfer of charges will be made so that the bridge job will bear the entire expense of the required adjustment. Forwarded herewith is a rough draft of a letter to the Bureau. Also a State Force Order covering the work. Your approval of the same is recommended.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

NOTED
FORREST COOPER

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FOR FILING

When replying, refer to
08-35.4

I 5 1(7)50
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408 State Highway Bldg.
Salem, Oregon

September 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(7)50, Josephine
County Line - Evans Creek Section
Pacific Highway - State Force Order -
Seeding, fertilizing and mulching
Contract No. 5393 - Estimated cost
$7,670.00 - Frederal funds $7,050.00

Dear Sir:

Reference is made to your letter dated August 19, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

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[illegible]

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FOR FILING

I-5-1(7)50

[illegible]

August 19, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 324-338, covering seeding and mulching on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, in connection with Federal Aid Project No. I-5-1(7)50.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $7,670.00, with Federal participation of $7,050.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED

I-5-1(7)50

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Subcontractor's Payrolls,
Josephine County Line-Evans Creek
I-5-1(7)50

Dear Sir:

To date no payrolls have been received in this office from Salter & Klein, fencing subcontractors for the above project. According to our records this subcontract was approved January 15, 1959 and fencing operations started sometime in May of this year.

Your assistance in checking this matter is requested.

Very truly yours,

C. G. Polk
Division Engineer

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Porter

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5393

May 20, 1959

Mr. Earl Miller
5609 Foothills Boulevard
Rogue River, Oregon

Dear Sir:

Reference is made to your recent telephone call to me concerning the construction of a road approach at approximate Station 489 of the Josephine County Line-Evans Creek Section of the Pacific Highway.

Subsequent to this communication, you were contacted by Division Engineer F. D. Morgan and Resident Engineer A. L. Chapman of the Highway Department. Solution of the problem by constructing a dual-type road approach with fairly flat radii and an emergency parking area on the north side of the relocated county road was agreed upon. We are enclosing a sketch map depicting the scope of the improvements to be made. Our resident engineer on the project has also been instructed to perform the necessary construction as shown on this sketch.

Thank you for calling this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

FPM:fp ms

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1959

SUBJECT: Earl Miller Complaint
Josephine County Line-Evans Creek
Section
Pacific Highway

To: Mr. W. C. Williams
State Highway Engineer
Office

As instructed, a meeting was recently held with Mr. Frank Morgan and Mr. A. L. Chapman of the State Highway Department and Mr. Earl Miller, 5609 Foothills Boulevard, Rogue River, in attendance. A thorough analysis of the approach problem existing was made. Please refer to the enclosed sketch. Note that there is plenty of distance between the existing county road and the railroad tracks for over-length vehicles. Also note that the proposed relocation of the county road places the edge of said road approximately 35 feet from the centerline of the railroad tracks.

Mr. Miller uses this approach as an entry to a camp site along the banks of the Rogue River. Occasionally, long trailers are brought into this property. Mr. Miller further expects that this trailer business will increase as he develops the resort area further. There is a possibility of a collision between the back of a trailer and a railroad train when long trailers leave Mr. Miller's property. There is also the possibility of a collision between the back of the trailer and other vehicles traveling on the country road as the entrance maneuver to Mr. Miller's property is negotiated. This, in essence, is Mr. Miller's complaint.

During the meeting with Mr. Miller and Mr. Morgan, the plan as shown on the enclosed sketch was agreed upon between the parties. You will note that it still does not provide all the clearance that Mr. Miller or anyone else would naturally desire. However, I am assured by Mr. Morgan that it is the best possible plan he is able to devise.

By rounding the radii and making a dual approach to Mr. Miller's property, we have improved the distance between the county road and the railroad tracks so that most car-trailer combinations will be protected. You will also note that we propose widening of the shoulder area on the north side of the county road to provide for temporary stops by long vehicles at such time as there may be a railroad movement to prevent quick entry. Mr. Miller is cognizant of the difficulty here and, according to Mr. Morgan, appeared reasonably satisfied. We recommend that this enclosed plan be constructed and enclose a rough draft of a letter to Mr. Miller.

Tom Edwards
Construction Engineer

By D J Barbe

D. J. Barbee
Assistant Construction Engineer

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp
Enc.
cc F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 14, 1959

SUBJECT: Earl Miller Approach Road
Josephine Co. Line-Evans Cr. Sect.
Pacific Highway

To:
Tom Edwards
Construction Engineer

Attention: F. F. Klaboe

Attached hereto is a print and copy of letter from A. L. Chapman regarding the Earl Miller road approach on subject section as per your request.

J. F. Putnam
J. F. Putnam
Ass't Division Engineer

sc

Enc.

REFERRED TO
Klaboe
Div Ass't Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
MAY 15 1959
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ORECON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
May 13, 1959

SUBJECT
Earl Miller Approach Road
Josephine County Line -
Grave Creek Section
Pacific Highway

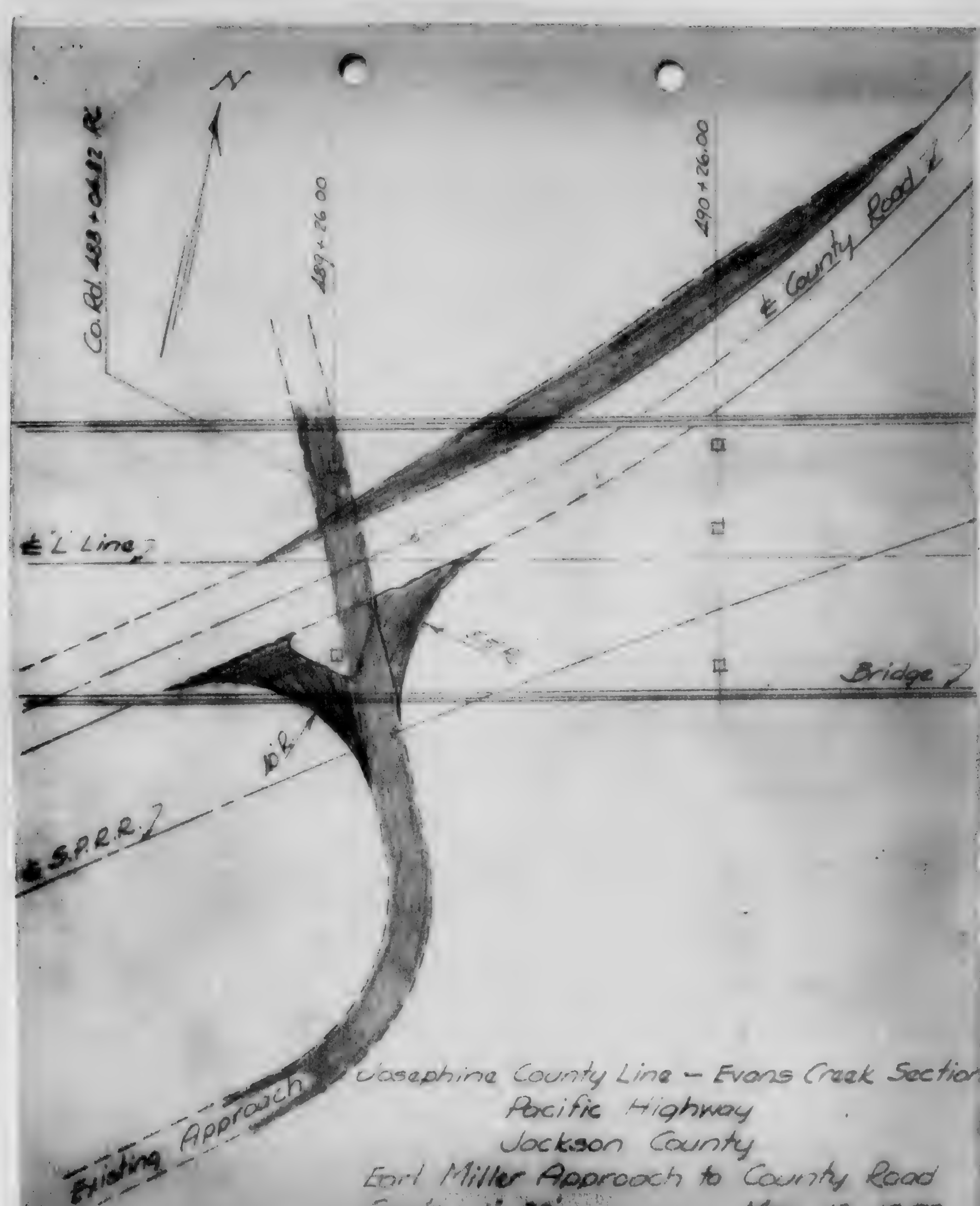
To:
F. D. Morgan
Division Engineer
Roseburg, Oregon

Attached is sketch of the proposed approach for Earl Miller on the subject project which we submit for your study. Mr. Klaboe had asked by telephone that this be sent direct to his office.

[illegible] is new field ties to the existing approach and you will notice the approach is about 1[illegible] feet farther west than I had shown it on the map we had when we contacted Mr. Miller. This shift will aid the plan liked best by Mr. Miller and we have shown only this one plan.

If the railroad company will consent to a wider approach at their crossing I would recommend a longer radius on each of the connections to the county road. This would make a better approach and keep traffic farther from the bridge pier.

A. L. Chapman
Resident Engineer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Co. Rd. 488+04.82 Rt.
489+26.00
490+26.00
℄ County Road ℄
℄ 'L' Line ℄
Bridge ℄
10'R.
℄ S.P.R.R. ℄
Existing Approach

Josephine County Line – Evans Creek Section
Pacific Highway
Jackson County
Earl Miller Approach to County Road
Scale 1"=30'
May 12, 1959
A.L. Chapman, Res. Engr.

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FOR FILING

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5393

May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering water pipes and irrigation systems installation and revision as called for in the plans on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, in connection with Federal Aid Project No. I-5-1(7)50.

Funds were included in the project authorization and designated in the contract as extra work for relaying water pipe, installing water pipes and valves on the irrigation system.

This work is necessary to revise pipe grades to conform to new highway grades where they interfere with construction and to make the irrigation systems operative after revision by construction.

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

DBP:gh
Enc.

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FOR FILING

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5393

April 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, in connection with Federal Aid Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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April 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Josephine County Line-
Evans Creek
Pacific Highway
Project I-5-1(7)50
Jackson County

Dear Sir:

Herewith are four copies of the estimate and three copies of the sketch in connection with adjustment of The Pacific Telephone and Telegraph Company's pole line on the above project.

As noted in the estimate, approximately 9% of this work will be done by continuing contract. Existing contracts and list of prequalified contractors were approved October 20, 1958. Authorization to proceed with adjustment of the Company's facilities was approved November 12, 1958.

Please return one copy of the estimate, noted to show approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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RECEIVED
FEB 26 1959

FOR FILING

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with relocation of The Pacific Telephone and Telegraph Company's coaxial cable on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Contract No. 5393, Project No. I-5-1(7)50. The estimate and sketch do not include revision of the aerial wire arrangements.

As noted in the estimate, the Company proposed to do an estimated $5,000 of the work by contract. Bids were solicited from the list of prequalified contractors approved October 20, 1958, and February 11, 1959. All bids were rejected as being too high. Abrams Construction Company agreed to do the work of trenching, laying the cable (not to include splicing) and backfilling on force account basis.

Authorization to proceed with revision of the Company's lines, including the buried cable, was given November 12, 1958. It is our understanding that relocation of the cable, including the force account work, is cleared under the provisions of PPM 30-4 and is now eligible for Federal participation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

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RECEIVED
FEB 17 1959
FOR FILING

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[illegible]

February 16, 1959

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Easements and right of way
Josephine County Line-Evans
Creek Section, Pacific Highway, Jackson County

Dear Sir:

In accordance with your letter of February 2, this is to advise that we find the descriptions correct for the property covering the easements for the overpass, the slope encroachments, and the sale of parcels 1 and 2.

We will recommend to the Commission the acceptance of the appraisal of $250 for the property which the Railroad Company will convey to us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Walter Wright

Mr. L. R. Smith, Superintendent
Southern Pacific Company, Portland

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1959

SUBJECT: File No. 28870 - Southern Pacific Railroad Company
Josephine County Line-Evans Creek Section
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

I am returning herewith the Southern Pacific Railroad Company descriptions of the easements and property transfers in connection with our overpass of the railroad between Grants Pass and Gold Hill.

These descriptions have been checked and corrected by Floyd Scott, of the Construction Department.

The sum of $250 can be recommended as the consideration in this acquisition.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

Attachments

RECEIVED
FEB 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1959
FOR FILING

I-5-1 (7) 50

5393

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Salem, Oregon
February 4, 1939

Overpass of S. P. Company's
railroad between Grants Pass
and Gold Hill, Interstate Highway

Mr. Walter Wright

I am attaching a copy of a letter from the Southern Pacific Company and descriptions of the easements and property transfers in connection with our overpass of the railroad between Grants Pass and Gold Hill. Will you please have these descriptions checked and also advise as to whether the rather nominal sum of $250 could be recommended for the purchase of Parcels 1 and 2.

It would be appreciated if you would return the descriptions to me so that I may answer the Southern Pacific Company's letter.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

9-58-3M

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 2, 1959

911/323

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Please refer to your letter of November 18 in connection with the State's acquisition of easements and purchase of property from our company for construction of a highway overpass near Rogue River on the interstate highway between Grants Pass and Gold Hill.

Attached is print of Portland Division Drawing D-606, Sheet #2, on which these property matters are illustrated. Also attached are duplicate copies of metes and bounds description of

(1) Easement to the State for the overpass,
(2) Easement to the State for slope encroachments on Parcels A, B and C,
(3) Proposed sale of Parcels 1 and 2 to the State.

Will you please review the descriptions and let us have your approval or return one copy with the changes you would recommend.

With respect to the proposed purchase by the State of Parcels 1 and 2, our appraisal of the value of this land is a total of $250, and we are agreeable to recommending that the property be conveyed to the State for this amount. It is proposed that the conveyance be in the form of a quitclaim deed for highway purposes.

Yours truly,

Wm Jaekle
R

Enc.

RECEIVED
FEB 4 1959
[illegible]

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

J.L.L.
1/26/59

PROPERTY DESCRIPTION

EASEMENT TO STATE OF OREGON FOR OVERHEAD CROSSING

ROGUE RIVER, OREGON

A piece or parcel of land situate in the southwest quarter of Section 16 and the northwest quarter of Section 21, Township 36 South, Range 4 West, Willamette Base and Meridian, County of Jackson, State of Oregon, and more particularly described as follows:

Commencing at the point of intersection of the relocated center line of the Oregon State Highway known as Pacific Highway (Josephine County Line-Evans Creek Section) with the original located center line of main track of the Southern Pacific Company, said point being at Highway Engineer Station 490+65.21 and at Railroad Engineer Station 654+75; thence southwesterly, along said original located center line of main track, on a curve to the left, having a radius of 2644.46 feet (tangent to said curve at the point of commencement bears South 57°58'30" West and chord of said curve bears South 56°25'42" West, 142.75 feet) an arc distance of 142.76 feet to a point in a line parallel with and distant 50 feet southerly, measured at right angles, from said center line of highway and the actual point of beginning of parcel of land to be described; thence South 76°56' West along said parallel line, 127.37 feet to a point in a line parallel with and distant 50 feet northwesterly, measured at right angles, from said original located center line of main track; thence North 53°19' East, along last said parallel line, 44.38 feet to a point in a line concentric with and distant 50 feet northwesterly, measured radially, from said original located center line of main track; thence northeasterly, along said concentric line on a curve to the right, having a radius of 2694.46 feet (tangent to said curve at last mentioned point is last described course and chord of said curve bears North 55°44'07" East 227.41 feet) an arc distance of 227.47 feet, to a point in a line parallel with and distant 50 feet northerly, measured at right angles, from said highway center line; thence North 76°56' East, along last said parallel line, 394.63 feet to a point in a line concentric with and distant 50 feet southeasterly, measured radially, from said original located center line of main track; thence southwesterly along last said concentric line on a curve to the left having a radius of 2594.46 feet (tangent to said curve at last mentioned point bears South 66°26' West and chord of said curve bears South 62°06'44" West 390.96 feet) an arc distance of 391.32 feet to a point in a line parallel with and distant 50 feet southerly, measured at right angles, from said highway center line; thence South 76°56' West, along last said parallel line, 141.99 feet to the actual point of beginning, containing an area of 31,857 square feet, more or less.

* * *

I.A
1/26/59

PROPERTY DESCRIPTION

EASEMENT TO STATE OF OREGON FOR SLOPE PURPOSES
ROGUE RIVER, OREGON

All those certain pieces or parcels of land situate in the southwest quarter of Section 16 and the northwest quarter of Section 21, Township 36 South, Range 4 West, Willamette Base and Meridian, County of Jackson, State of Oregon, and more particularly described as follows:

PARCEL [redacted] A :

Beginning at the point of intersection of a line parallel with and distant 50 feet northwesterly, measured at right angles, from the original located center line of main track of the Southern Pacific Company with a line parallel with and distant 50 feet southerly, measured at right angles, from the relocated center line of the Oregon State Highway, known as Pacific Highway (Josephine County Line-Evans Creek Section); thence North 76°56' East, along last said parallel line, 80.27 feet to a point in a line concentric with and distant 18 feet northwesterly, measured radially, from said original located center line of main track; thence southwesterly, along said concentric line, on a curve to the left having a radius of 2662.46 feet (tangent to said curve at last mentioned point bears South 53°56'40" West and chord of said curve bears South 53°37'50" West 29.17 feet) an arc distance of 29.17 feet to a point in a line parallel with and distant 18 feet northwesterly, measured at right angles, from said original located center line of [redacted] main track; thence South 53°19' West, along last said parallel line, 360 feet to a point opposite Railroad Engineer Station 649+00; thence North 36°41' West 12 feet to a point in a line parallel with and distant 30 feet northwesterly, measured at right angles, from said original located center line of main track; thence South 53°19' West, along last said parallel line, 200 feet to a point opposite Railroad Engineer Station 647+00; thence North 36°41' West 20 feet, to a point in a line parallel with and distant 50 feet northwesterly, measured at right angles, from said original located center line of main track; thence North 53°19' East, along last said parallel line, 515.62 feet to the point of beginning, containing an area of 15,265 square feet, more or less.

PARCEL [redacted] B:

Beginning at the point of intersection of a line concentric with and distant 50 feet northwesterly, measured radially, from the original located center line of main track of the Southern Pacific Company with a line parallel with and distant 50 feet northerly, measured at right angles, from the relocated center line of the Oregon State Highway known as Pacific Highway (Josephine County Line-Evans Creek Section); thence northeasterly along said concentric line, on a curve to the right having a radius of 2694.46 feet (tangent to said curve at last mentioned point bears North 58°09'13" East and chord of said curve bears North 58°59'06" East 78.19 feet) an arc distance of 78.21 feet to a point opposite Railroad Engineer Station 655+60; thence South ~~XXXXXXXXX~~ 30°11' East 25.22 feet to a point in said ~~last said parallel~~ line parallel with and distant 50 feet northerly, measured at right angles, from said center line of highway; thence South 76°56' West, along last said parallel line, 81.82 feet to the point of beginning, containing an area of 1001 square feet, more or less.

PARCEL [redacted] C:

Beginning at the point of intersection of the southeasterly line of the land (100 feet wide) of the Southern Pacific Company, distant 50 feet southeasterly, measured radially, from the original located center line of main track of the Southern Pacific Company with a line parallel with and distant 50 feet northerly, measured at right angles, from the relocated center line of the Oregon State Highway known as Pacific Highway (Josephine County Line-Evans Creek Section); thence South 76°56' West along said parallel line, 176.94 feet to a point in a line concentric with and distant 12 feet southeasterly, measured radially, from said original located center line of main track; thence northeasterly along last said concentric line, on a curve to the right, having a radius of 2632.46 feet (tangent to said curve at last mentioned point bears North 62°38'38" East and chord of said curve bears North 66°32'18" East 357.61 feet) an arc distance of 357.87 feet to a point opposite Railroad Engineer Station 660+50; thence South 19°34'01" East 18 feet to a point in a line concentric with and distant 30 feet southeasterly, measured radially, from said original located center line of main track; thence northeasterly along last said concentric line, on a curve to the right, having a radius of 2614.46 feet (tangent to said curve at last mentioned point bears North 70°25'59" East and chord of said curve bears North 72°03'29" East 148.28 feet) an arc distance of 148.30 feet to a point opposite Railroad Engineer Station 662+00; thence South 16°19'01" East 20 feet to a point in said southeasterly line of land of the Southern Pacific Company, distant 50 feet southeasterly, measured radially, from said original located center line of main track; thence southwesterly, along said southeasterly line, on a curve to the left having a radius of 2594.46 feet (tangent to said curve at last mentioned point bears South 73°40'59" West and chord of said curve bears South 70°03'29" West 328.07 feet) an arc distance of 328.28 feet to the point of beginning, containing an area of 13,360 square feet, more or less.

* * *

I.L.A.
1/26/59

PROPERTY DESCRIPTION

SELL PROPERTY TO STATE OF OREGON - ROGUE RIVER, ORE.

All those certain pieces or parcels of land situate, lying and being in Government Lot 6, in the northeast quarter of the northwest quarter of Section 21, Township 36 South, Range 4 West, Willamette Base and Meridian, County of Jackson, State of Oregon, and more particularly described as follows:

PARCEL NO. 1:

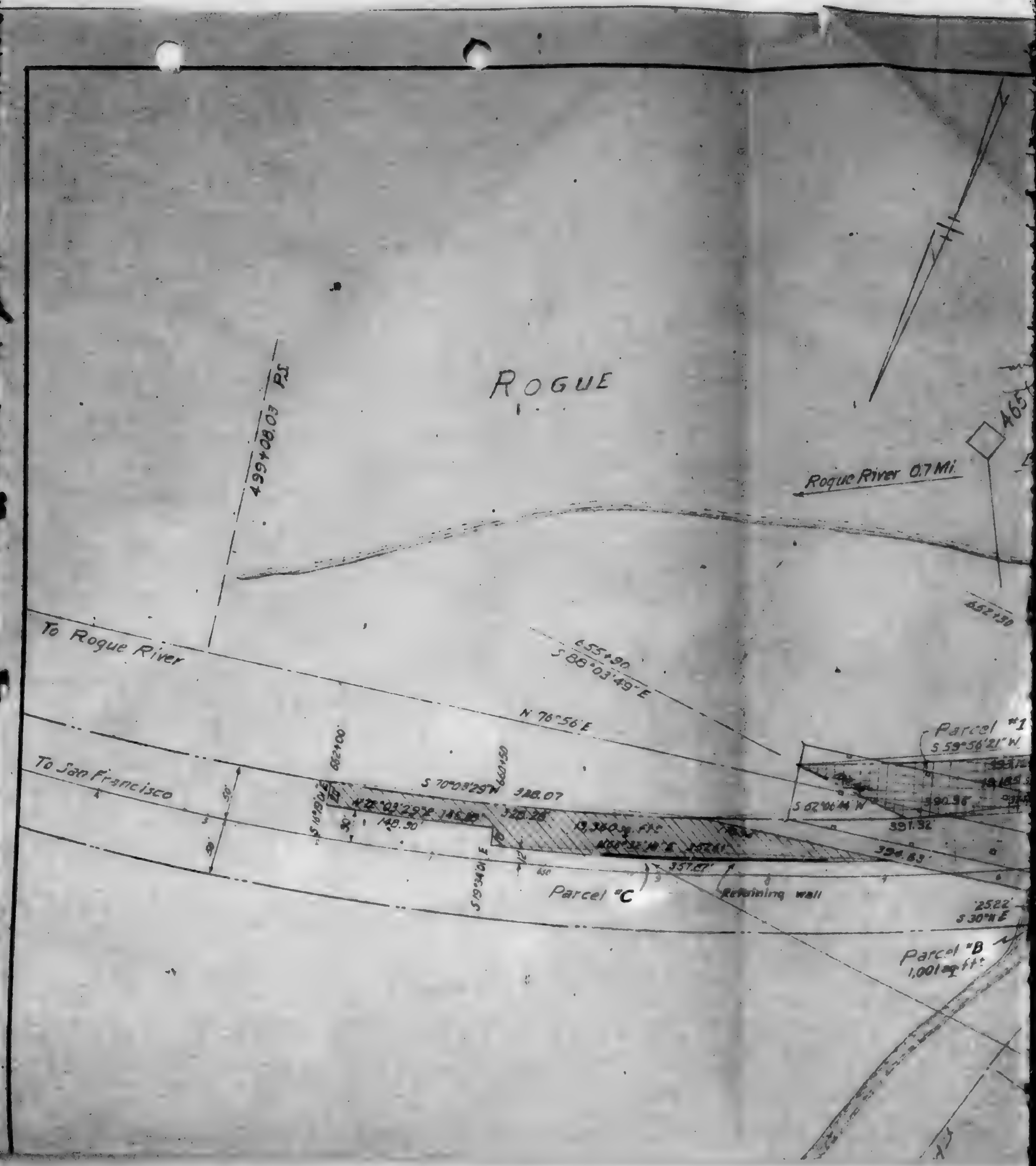
Beginning at the southeasterly corner of that certain 100 foot wide strip of land described in deed dated August 18, 1883 from Charles Nickell, et ux, to the Oregon and California Railroad Company, recorded August 20, 1893 in Book 10 of Deeds, at page 506, Records of Jackson County, said corner being distant 50 feet southeasterly, measured radially, from the original located center line of ~~the~~ main track of the Southern Pacific Company, at or near Engineer Station 652+93, and located in the north line of Robert S. Jewett Donation Land Claim number 40; thence northeasterly, along the southeasterly line of land described in said deed, on a curve to the right, having a radius of 2594.46 feet (tangent to said curve at last mentioned point bears North 54°02'31" East and chord of said curve bears North 58°10'52" East 374.53 feet) an arc distance of 374.85 feet to a point in the north line of said Section ~~21~~ 21; thence South 88°03'49" East, along said north line of Section 21, a distance of 104.46 feet to a point in a line concentric with and distant 100 feet southeasterly, measured radially, from said original located center line of main track; thence southwesterly, along last said concentric line on a curve to the left, having a radius of 2544.46 feet (tangent to said curve at last mentioned point bears South 64°21'55" West and chord of said curve bears South 59°56'21"

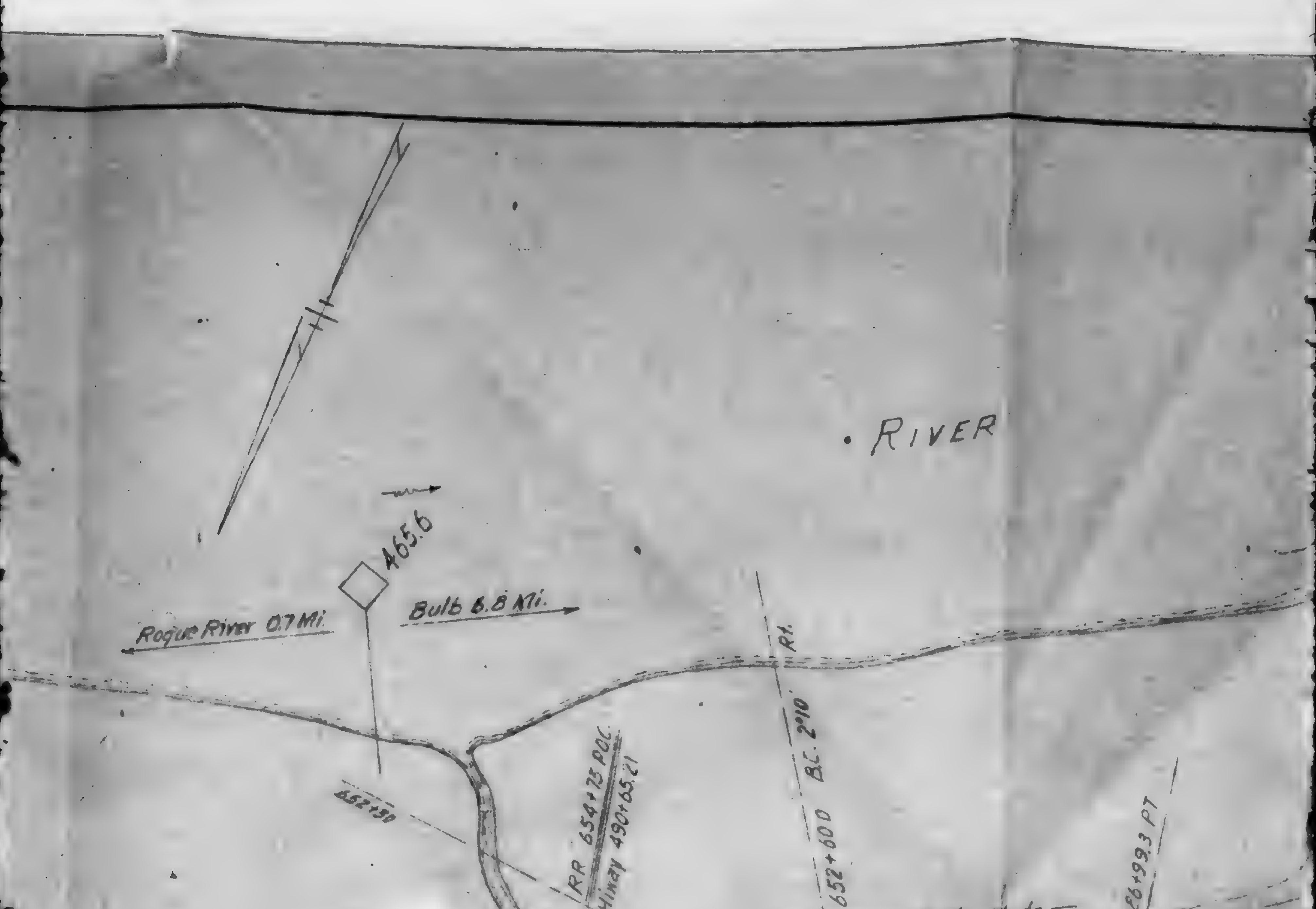
West 392.73 feet) an arc distance of 393.12 feet to a point in said north line of Donation Land Claim number 40; thence North 88°03'49" West, along xx last said north line, 82.78 feet to the point of beginning, containing an area of 19,185 square feet, more or less.

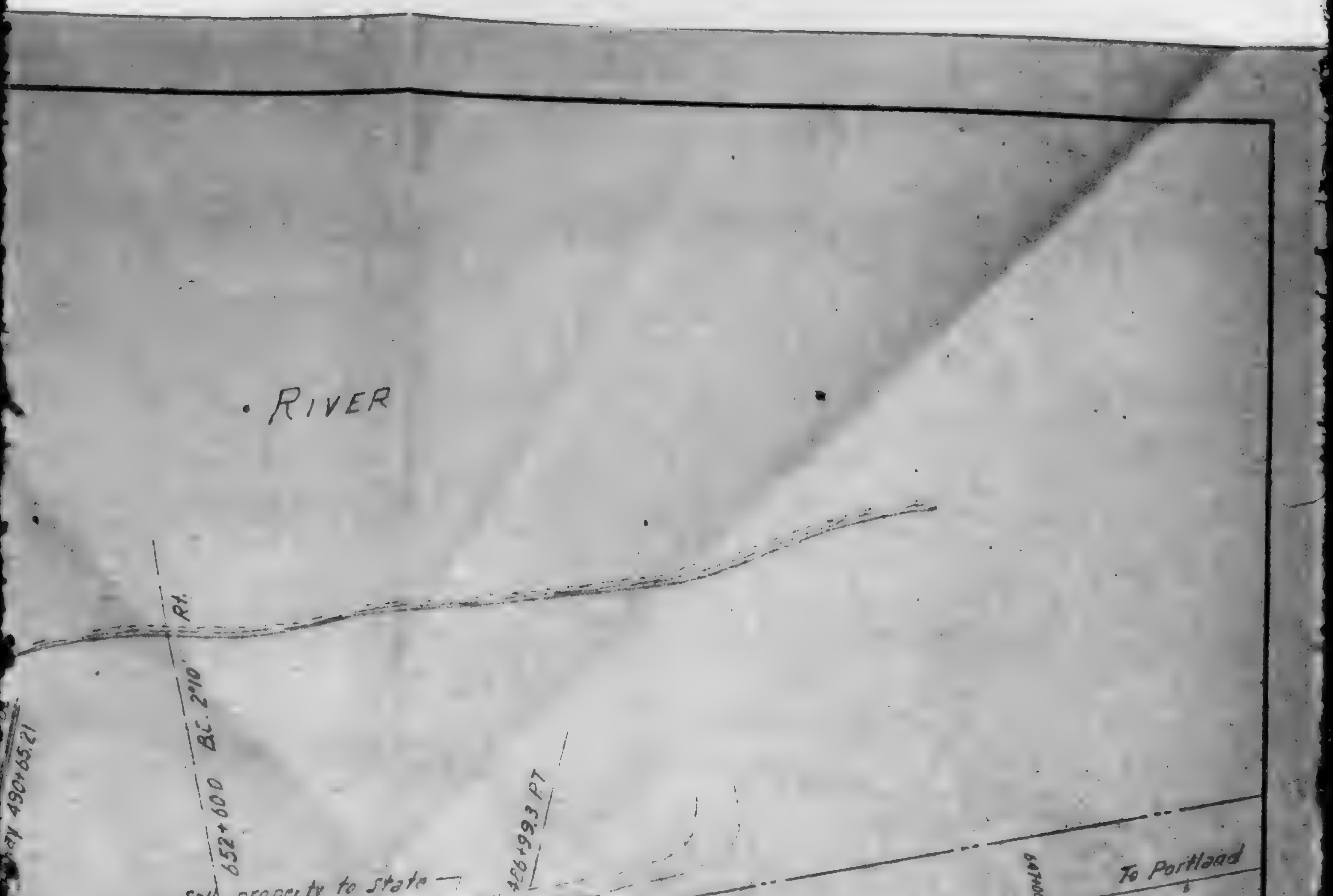
PARCEL NO. 2:

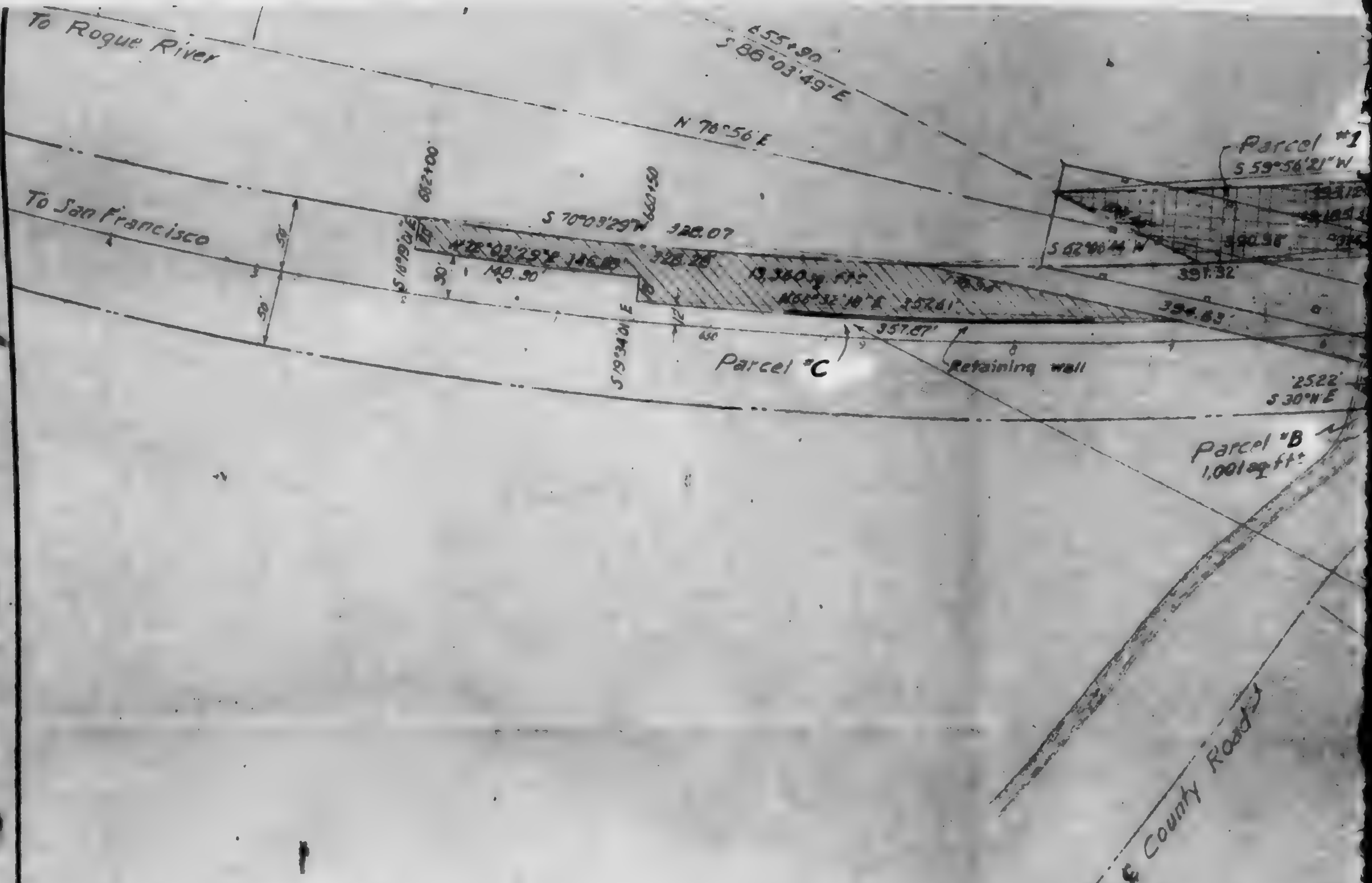
Beginning at the most westerly corner of that certain 100 foot wide strip of land described in deed dated August 18, 1883 from Charles Nickell, et ux, to the Oregon and California Railroad Company, recorded August 20, 1883 in Book 10 of Deeds, at page 506, Records of Jackson County, said corner being distant 50 feet northwesterly, measured at right angles, from the original located center line of main track of the Southern Pacific Company, at or near Engineer Station 651+67, and located in the north line of Robert S. Jewett Donation Land Claim number 40; thence North 88°03'49" West, along said north line, 80.11 feet to a point in a line parallel with and distant 100 feet northwesterly, measured at right angles, from said original located center line of main track; thence North 53°19' East, along said parallel line, 155.18 feet to a point in a line concentric with and distant 100 feet northwesterly, measured radially, from said original located center line of main track at Engineer Station 652+60; thence northeasterly, along said concentric line on a curve to the right having a radius of 2744.46 feet (tangent to said curve at last mentioned point is last described course and chord of said curve bears North 55°15'40" East 186.24 feet) an arc distance of 186.28 feet to a point in the north line of said Section xx 21; thence South 88°03'49" East, along said north line of Section 21, a distance of 89.53 feet to a point in the northwesterly line of land described in said deed, distant 50 feet northwesterly, measured radially, from said original located center line of main track; thence southwesterly, along said northwesterly line, on a curve to the left, having a radius of 2694.46 feet (tangent to said curve at last mentioned point bears South 58°46'13" West and chord of said curve bears South 56°02'37" West 256.38 feet) an arc distance of 256.47 feet to a point in a line parallel with and distant 50 feet northwesterly, measured at right angles, from said original located center line of main track at Engineer Station 652+60; thence South 53°19' West, continuing along said northwesterly line and parallel with said center line of main track, 92.59 feet to the point of beginning, containing an area of 17,251 square feet, more or less.

* * *

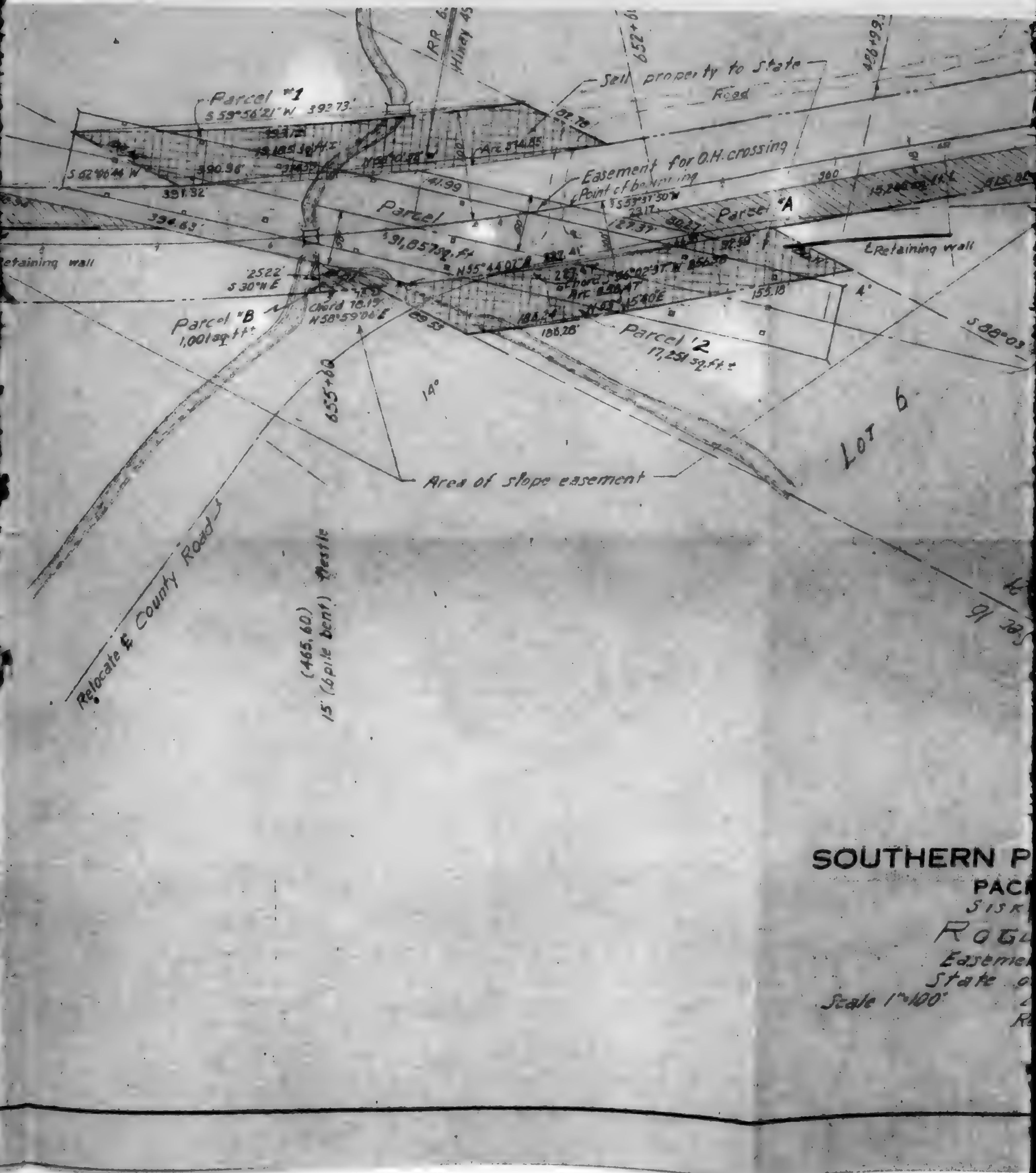

ROGUE
499+08.03 P.S.
Rogue River 0.7 Mi.
465
652+50
To Rogue River
655+90
S 88°03'49" E
N 76°56' E
To San Francisco
50
50
662+00
660+50
S 70°08'29" W
328.07
N 72°03'29" E 146.80
S 16°19'01" E
30
148.90'
320.28
13,360 sq. ft.±
N 68°32' W E 252.81
12
650
S 19°34'01" E
357.87'
Parcel "C
Retaining wall
Parcel #1
S 59°56'21" W
S 62°06'44" W
390.98
391.32
394.63
25.22'
S 30°W E
Parcel "B
1,001 sq. ft.±

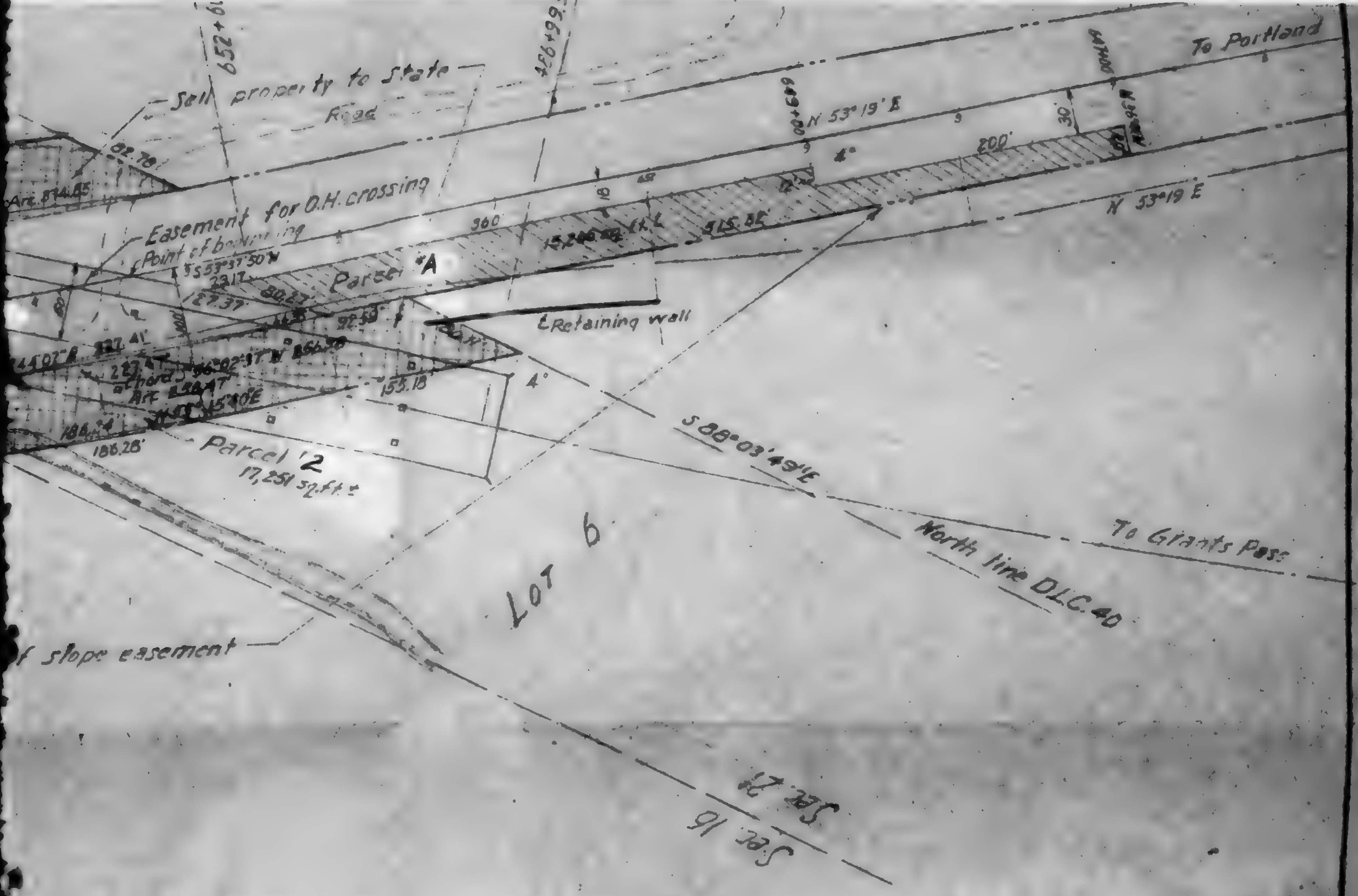

RIVER
465.6
Rogue River 0.7 Mi.
Bulb 6.8 Mi.
Rt.
652+60 D B.C. 2°10
652+50
RR 654+75 POC
Hiway 490+65.21
486+99.3 PT
Sell property to State
Road
Parcel #1
S 59°56'21" W 392.73'
13,185 sq. ft. ±
S 62°06'44" W
390.96'
391.32'
N 58°10' W
Arc 874.85
82.78
141.99
Easement for O.H. crossing
Point of beginning
S 55°37'50" W
23.17
300
15,200 sq. ft. ±
Parcel #A
87.37
80.87
92.59
Retaining wall
Parcel
31,857 sq. ft.
N 55°44'07" E
394.63
Retaining wall
25.22
S 30° W E
Chord 18.19
N 58°59'06" E
Parcel #B
1,001 sq. ft. ±
89.53
184.24
188.28
155.18
4°
Parcel #2
17,251 sq. ft. ±
S 88°
655+00
14°
Lot 6
Area of slope easement


RIVER
490+65.21
652+600 B.C. 2°10' Rt.
486+993 P.T.
Sell property to State
Road
97.78
Arc 514.85
Easement for O.H. crossing
Point of beginning
S 53°37'50" W
N 53°19' E
649+00
647+00
To Portland
30'
200'
4°
515.85'
15,246 sq. ft.
Parcel A
Retaining wall
N 55°44'01" E
Chord
Arc
155.18
188.28'
Parcel 2
17,251 sq. ft.
4°
S 88°03'49" E
Lot 6
North line D.L.C. 40
To Grants Pass
of slope easement



To Rogue River
655+90
S 86°03'49" E
N 76°56' E
To San Francisco
682+00
680+50
S 70°03'29" W 328.07
N 70°03'29" E 146.83
148.90
328.28
13,340 sq. ft.±
N 68°32'16" E 257.61
357.87'
S 19°34'01" E
S 19°56'01" E
Parcel "C
Retaining wall
Parcel #1
S 59°56'21" W
S 62°40'44" W
390.38'
391.32'
394.83'
25.22'
S 30°W E
Parcel "B
1,001 sq. ft.±
Relocate ℄ County Road
LEGEND
Yellow tint shows O.H. easement
Hatched yellow tint shows slope easement
Cross-hatched yellow tint shows property to be sold to State
Shows S.P.Co. property line


RR 6
Hiway 45
652+00
486+99
Sell property to State Road
Parcel #1
S 59°56'21" W 392.73'
82.78'
Arc 514.85'
S 62°06'44" W
390.96'
391.32'
41.99
Easement for O.H. crossing
Point of beginning
S 53°37'50" W
Parcel "A
15,244 sq. ft. ±
Parcel
91,857 sq. ft.
394.63'
Retaining wall
Retaining wall
25.22'
S 30° W E
N 55°44'07" E
Chord 78.15'
N 58°59'06" E
Parcel "B
1,001 sq. ft. ±
Arc 630.47'
155.18'
186.28'
Parcel "2
17,251 sq. ft. ±
S 88°03'
655+00
14°
Lot 6
Area of slope easement
Relocate ℄ County Road
(465.60)
15' (6 pile bent) Trestle
SOUTHERN P
PAC
SISK
ROGU
Easeme
State
Scale 1"=100'
R


652+61
496+99.3
Sell property to State
Road
92.78
Arc 894.85
Easement for O.H. crossing
Point of beginning
S 53°37'50" W
23.17
Parcel #A
80.67
27.37
92.59
327.41
227.41
Chord
Arc 258.47
155.18
186.28
Parcel #2
17,251 sq.ft. ±
360
15,200 sq.ft.
515.85
N 53°19' E
4°
200'
30
To Portland
N 53°19 E
Retaining wall
S 88°03'49" E
North line D.L.C. 40
To Grants Pass
Lot 6
of slope easement
Sec. 21
Sec. 16

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

SISKIYOU LINE

ROGUE RIVER

Easement for O.H. crossing

State of Oregon

Scale 1" = 100' LGR Dec. 5, 1958

Rev Dec. 19, 1958

Portland DIVN.

DRAWING D-606

SHEET NO. 2

DRAWER

RECEIVED
JAN 26 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I 5-1 (7) 50
—
5-15

Jan. 23, 1959

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5393, awarded Dec. 24, 1958, for grading on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 20 1959
FOR FILING

I-5-1(7)50

5393

January 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 14, 1959, on Contract No. 5393, Josephine County Line-Evans Creek Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(7)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CRN:lms

RECEIVED
JAN 16 1959
FOR FILING

T51-150

5395

January 15, 1959

The California Oregon Power Company
Medford, Oregon

1080

Attention: Mr. V. W. Hammond
Distribution Superintendent

Gentlemen:

Replying to your letter of December 31, 1958, relative to access roads on our Josephine County Line-Evans Creek Section of the Pacific Highway, I wish to inform you that serious consideration was given to installation of an access point at Station 468. After investigating this location, we did not feel that we could justify the cost involved.

We have purchased a right of way across Government Lot 6, Section 20, Township 36 South, Range 4 West, Willamette Meridian, from the town of Rogue River, with complete control of access. We can find no evidence indicating that the road leading to your pole line through the garbage dump area, is a public road.

We have planned construction of an access road under our highway at Station 420 which will connect with the road leading to your line in the vicinity of Station 407. Maps supplied to us would indicate that the road along your line is continuous from the aforementioned access point, Station 407, to the future access point near the Rogue River Garbage Dump. It would appear to us that your line will be adequately served in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:ep:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Right of Way Division

THE CALIFORNIA OREGON POWER COMPANY

PIONEERS IN PUBLIC SERVICE

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

PLEASE RETURN TO
FORREST COOPER

December 31, 1958

REFERRED TO
Cooper
By State Highway Engineer

Oregon State Highway Department

Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

Subject: Access Roads
Josephine County Line -
Evans Creek Section
Pacific Highway
Jackson County

At the request of your Mr. Curtis H. Baker I supplied him with information, in my letter of October 7, 1958, as to our requirements for access roads in connection with our 120 KV line between Grants Pass and Rogue River.

Upon receipt of your final construction plans for the above referenced section, we find you have provided us adequate access except for one location, Station 468+00.

We hold a Grant of Right of Way dated September 21, 1954, from the Town of Rogue River which covers our transmission line alignment across a portion of Government Lot 6, Section 20, Township 36 South, Range 4 West, Willamette Meridian.

This Grant of Right of Way also grants us the right of ingress and egress which we have practiced through the use of a public used road from the County road to the Rogue River Garbage Dump and thence to our line. This public road has been used by the public in excess of twelve years and is therefore a public thoroughfare.

We feel that since the State's highway construction will deprive us of this necessary point of access, it is the State's obligation to provide us some alternate means of access to insure proper maintenance and repair of our line.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

JKN/sc

RECEIVED
JAN 2 1959
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JAN 5 - 1959
FOR FILING

5393

January 5, 1959

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5393 and plans covering grading work on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

Plans call for county road revision, fill encroachment, bin-type retaining wall construction and some drainage work within railroad right of way as indicated on sheet Nos. 7 and 8 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 29 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

Mr. W. H. Jackle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, California

RECEIVED
JAN 13 1959
FOR FILING

I-5-1(7)50

5393

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

December 29, 1958

SUBJECT: Southern Pacific Encroachment
and Right of Way
Josephine County Line-Evans
Creek Section
Pacific Highway
Jackson County

To: Mr. Laurence A. Holt
Right of Way Supervisor
State Highway Department
Roseburg, Oregon

Enclosed herewith are correspondence from Mr. Paxson and a sketch showing property to be acquired from the Southern Pacific Company.

Please include this acquisition in your dealing with property from the Southern Pacific Company in the town of Rogue River.

I am asking Mr. Norlin, by copy of this letter, to make a line appraisal of the subject property.

Should you feel that a fee appraisal is necessary, please make the arrangements with Mr. Norlin.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Attachments

cc Mr. Donald L. Norlin
Mr. G. S. Paxson ✓

RECEIVED
DEC 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED

RECEIVED
DEC 29 1958
FOR FILING
I 5-1(7)50

5273

Salem, Oregon
December 26, 1958

Mr. R. L. Porter

Southern Pacific encroachment
and right of way, Josephine
County Line-Evans Creek Section of Pacific Highway

Attached is a copy of a letter from the Southern Pacific Company having to do with easements and right-of-way acquisition at Evans Creek north of the town of Rogue River in Jackson County. I am also attaching a print from our Drawing 8B-11-1 which shows the essential information from the Southern Pacific Company's Drawing D-606, Sheet No. 2.

On our drawing I have shown in red Parcels 5 and 6 which the Southern Pacific Company is to sell to us. I have shown in green Parcels 2, 3 and 4 on which it will grant slope easements and in orange Parcel 1 which will be an easement for the overcrossing structure. So far as I know, no contact has been made with the Southern Pacific Company to set a value on Parcels 5 and 6 which it will sell to us. Your office should take care of this. The easements shown in green and in orange will be taken care of in the State-Railroad agreement covering the project.

G. S. Paxson

GSP:gm
Attachs.
cc Mr. W. C. Williams
Mr. S. E. Probert

8-58-2M

8-2708-8

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 22, 1958

911/323

VIA AIR MAIL

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Sir:

This refers to your letter of November 18 in connection with rights of way required across our property in the vicinity of Rogue River for construction of a highway overpass which will be a portion of the new interstate route between Grants Pass and Gold Hill.

The attached print of Portland Divn. Dwg. D-606, Sheet #2, shows by yellow tint and hatching the right of way required indicated as Parcels 1 to 6, inclusive. The purpose of this letter is to notify you that we now have management authority to grant the necessary easements to the State on the usual terms and conditions pertaining to a highway overpass.

Understand that you are anxious to award a contract for the preliminary grading work on December 24, and we have no objections to your so arranging. It is understood that the necessary documents conveying these rights of way to the State will be prepared and submitted for your approval as soon as possible. We will also arrange for preparation of the usual state-railroad construction and maintenance agreement.

Yours truly,

WM Jaekle

Enc.

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1958
OREGON
STATE HIGHWAY COMMISSION

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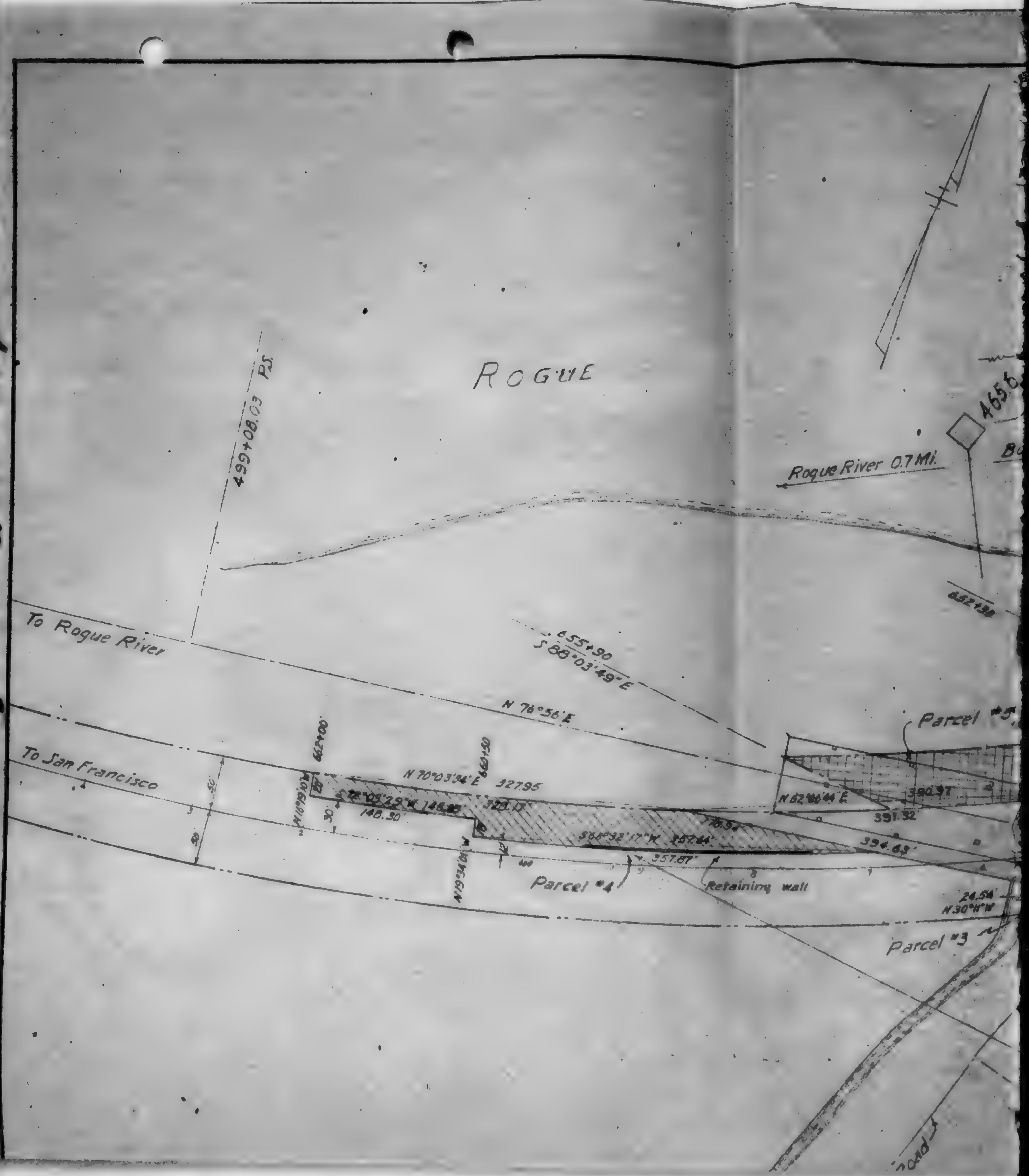
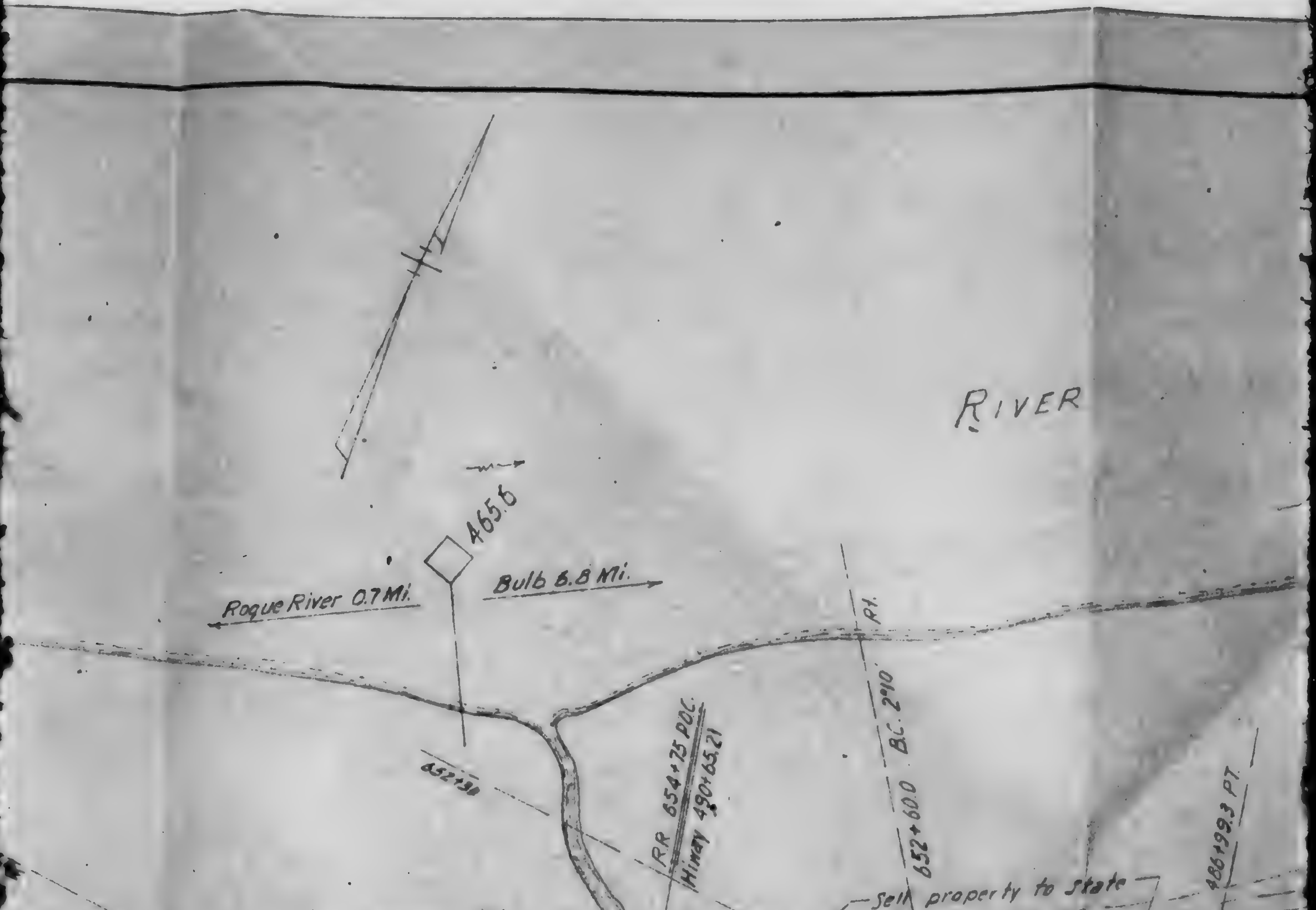
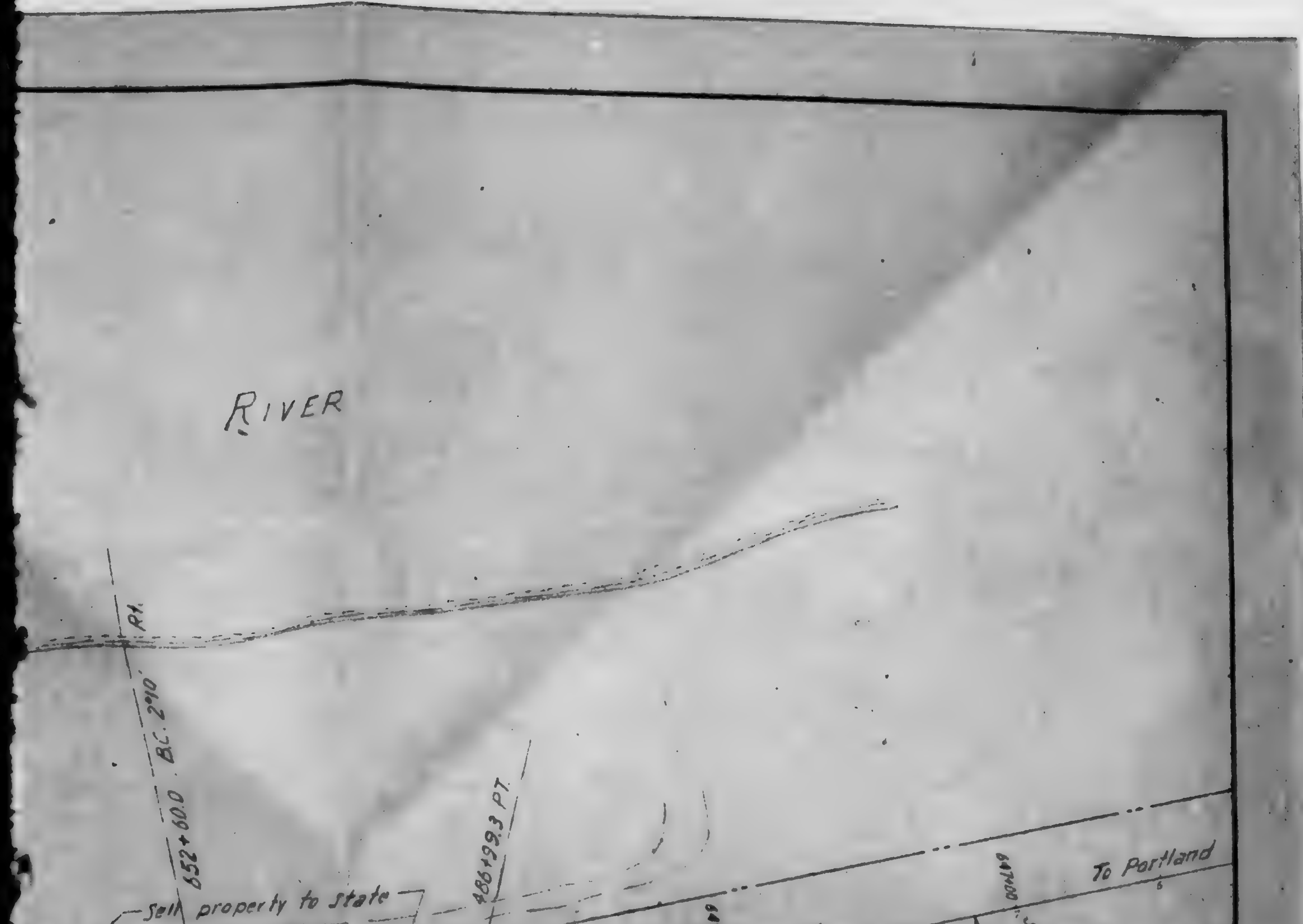
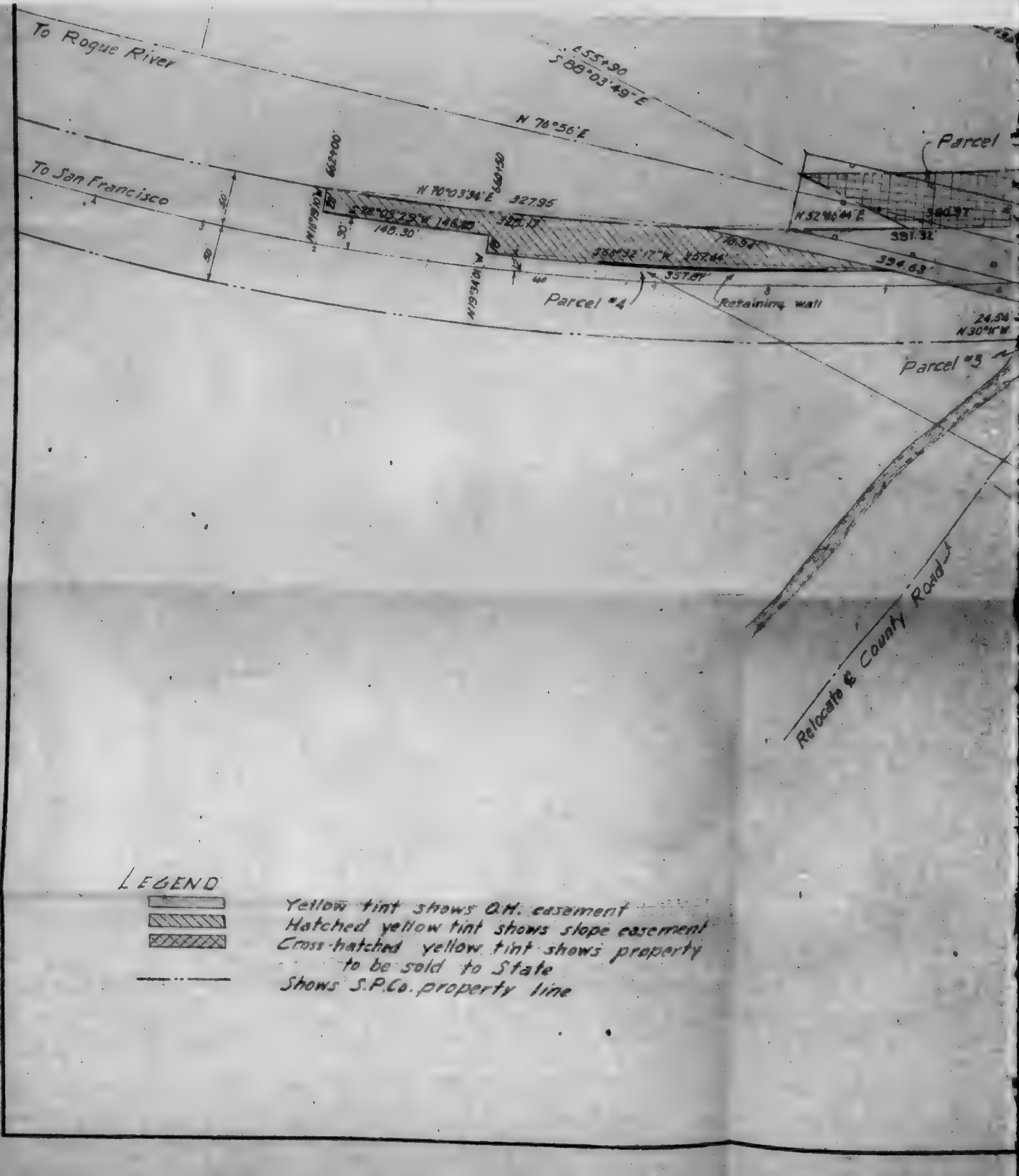
DEC 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER


ROGUE
499+08.03 P.S.
Rogue River 0.7 Mi.
To Rogue River
655+90
S 88°03'49" E
N 76°56' E
Parcel #5
To San Francisco
662+00
660+50
N 70°03'34" E 327.95
72°05'29" W 148.85
148.30'
320.17
30'
50'
50'
N 16°19'10" W
N 19°34'01" W
40
N 62°46'44" E
390.97'
391.32'
76.52'
S 66°32'17" W 357.64'
394.63'
357.87'
Parcel #4
Retaining wall
24.54'
N 30°11' W
Parcel #3
652+30

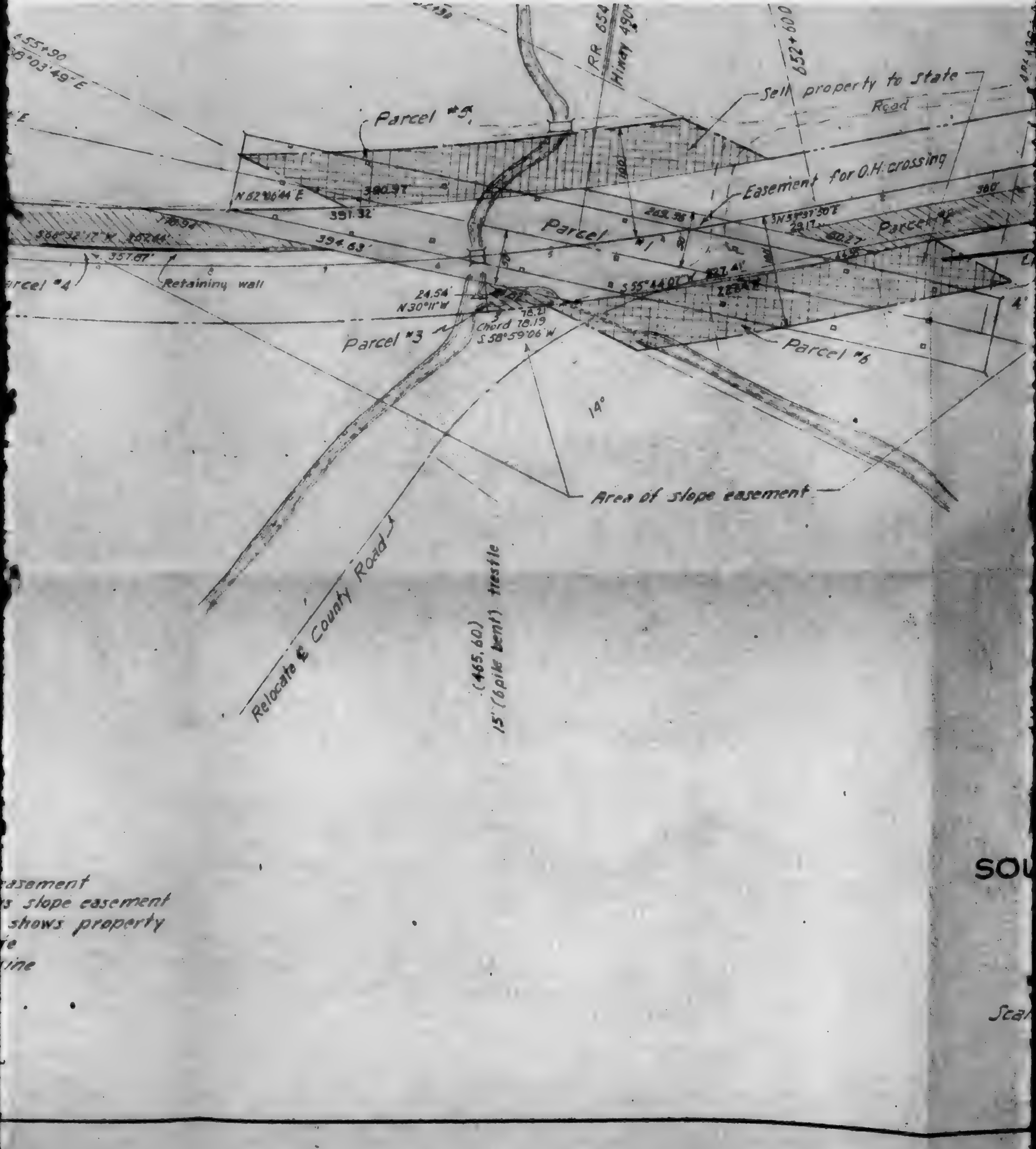

RIVER
465.6
Rogue River 0.7 Mi.
Bulb 8.8 Mi.
P.I.
652+30
RR 654+75 P.O.C.
Hiway 490+65.21
652+60.0 B.C. 2°10'
486+99.3 P.T.
Sell property to State
Road
Parcel #5
Easement for O.H. crossing
N 82°26'44" E
380.97'
391.32'
178.94'
257.44'
394.63'
357.87'
Retaining wall
Parcel #1
262.38'
N 53°37'50" E
29.17
60.27'
Parcel #2
300'
Retaining
S 55°44'07" W
227.41'
24.54'
N 30°11' W
Chord 78.19
S 58°59'06" W
Parcel #3
Parcel #6
4°
14°
Area of slope easement
Road

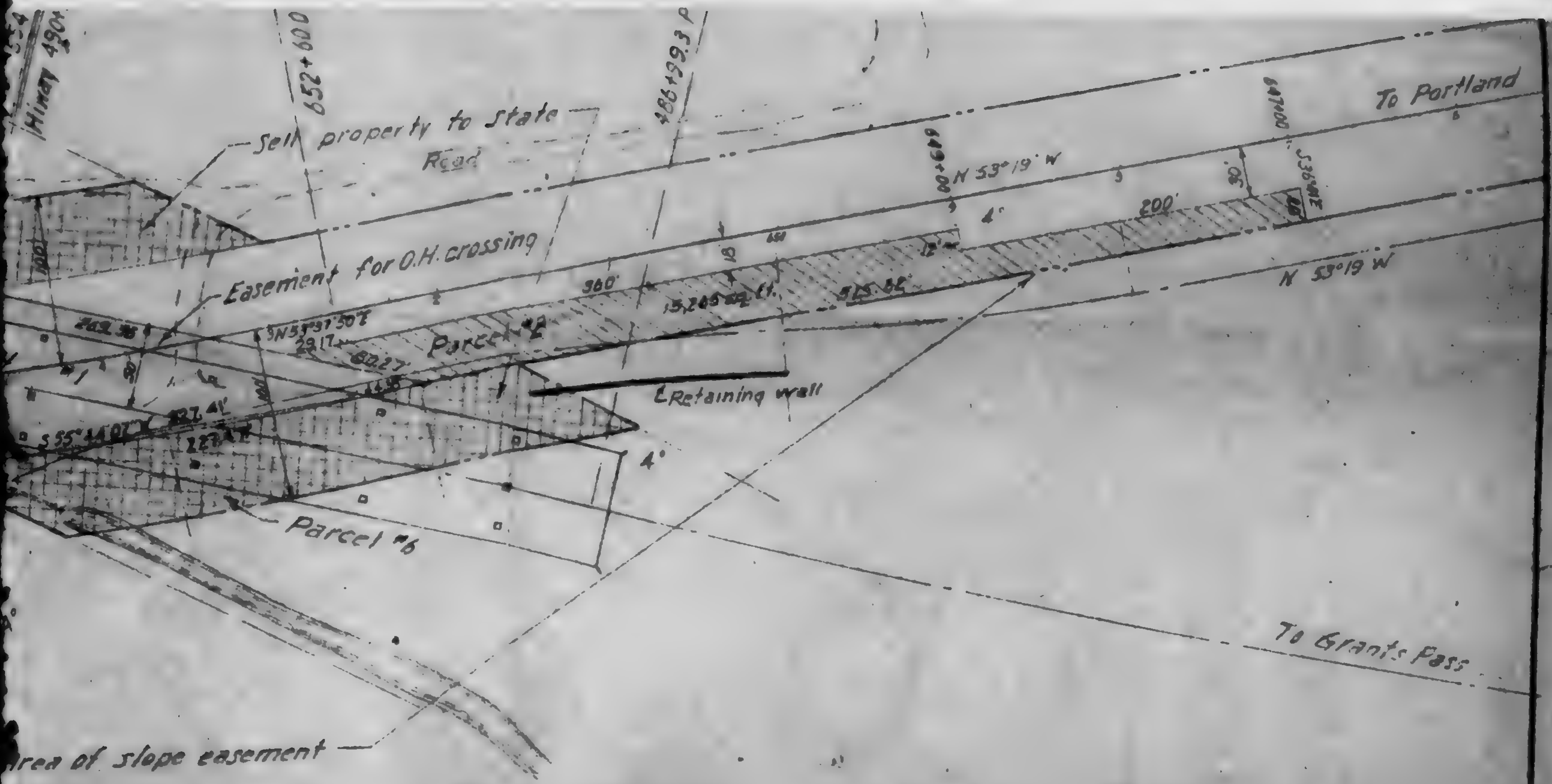

RIVER
R/.
652+60.0 B.C. 2°10'
486+99.3 P.T.
Sell property to State
Road
To Portland
649+00
N 53° 19' W
647+00
30'
200'
4°
12'
N 53°19 W
Easement for O.H. crossing
300'
13,265 sq. ft.
515.85'
N 53°37'50" E
29.17
50.27
Parcel #2
Retaining wall
227.41'
4°
Parcel #6
To Grants Pass
slope easement


To Rogue River
655+90
S 88°03'49" E
N 76°56' E
Parcel
To San Francisco
662+00
660+50
N 70°03'34" E 327.95
S 70°03'29" W 146.80
148.30'
325.17
30'
50'
50'
40
N 16°19'10" W
N 19°34'01" W
N 32°40'44" E
390.97'
391.32'
70.94
S 66°32'17" W 457.64'
394.63'
357.61'
Parcel #4
Retaining wall
24.54'
N 30°11' W
Parcel #3
Relocate ℄ County Road

LEGEND

▭ Yellow tint shows O.H. easement
▧ Hatched yellow tint shows slope easement
▩ Cross-hatched yellow tint shows property to be sold to State
—··— Shows S.P.Co. property line


455+90
8°03'49"E
RR 654
Hiway 490+
652+600
Sell property to state
Road
Parcel #5
Easement for O.H. crossing
N 62°06'44"E
390.97'
391.32'
S66°32'17"W
252.44'
394.63'
357.67'
Parcel #4
Retaining wall
Parcel #1
262.95
N35°37'50"E
29.17
60.27
Parcel #2
380'
S 55°44'07"W
327.41'
24.54'
N30°11'W
78.21
Chord 78.19
S58°59'06"W
Parcel #3
Parcel #6
4'
14°
Area of slope easement
Relocate ℄ County Road
(465.60)
15' (6 pile bent) trestle
easement
s slope easement
shows property
e
ine
SOU
Scal


Hiway 49
652+00
486+99.3
Sell property to State
Road
Easement for O.H. crossing
649+00
N 53°19' W
647+00
To Portland
200'
30'
360'
15,245 sq. ft.
515 sq. ft.
N 53°19' W
N 53°37'50" E
29.17
80.27
263.38
S 55°44'01" W
127.41'
Parcel #2
Parcel #1
Parcel #6
℄ Retaining wall
4'
To Grants Pass
Area of slope easement

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
SISKIYOU LINE
ROGUE RIVER
Easement for O.H. crossing
State of Oregon
Scale 1"=100' LGN Dec. 5, 1958

Portland	DIVN.
DRAWING	D-606
SHEET NO.	2

DRAWER

A

RECEIVED
JAN 13 1959
FOR FILING

[illegible]
3393

December 24, 1958

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958, accepted your proposal for grading on the Josephine County Line-Evans Creek Section of the Pacific Highway about 5 miles east of Grants Pass in Josephine County for the sum of $564,500.10 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today award you the contract in conformity with the Commission's authorisation. This project has been assigned Contract No. 5393.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

A

RECEIVED
JAN 13 1959
FOR FILING

I-5-1(3)E

3373

December 24, 1958

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958, accepted your proposal for grading on the Josephine County Line-Evans Creek Section of the Pacific Highway about 5 miles east of Grants Pass in Josephine County for the sum of $564,500.10 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today award you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5393.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 24, 1958

Earl L. McNutt Company
351½ E. Broadway
Eugene, Oregon

Contract for grading on Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County for which you submitted low bid on November 12, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

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DEC 26 1958
FOR FILING

[illegible]

[illegible]

December 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Josephine County Line-Evans Creek Section of the Pacific Highway (Interstate Route 5) in Jackson County, Project I-5-1(7)50, to the Earl L. McNutt Co. of Eugene, Oregon, on the basis of the bid of $564,500.10 submitted on November 12, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED

FOR FILING

I-5-1(7)50

File

5393

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

December 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-1(7)50, Josephine County Line-Evans Creek Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5393 to Earl L. McNutt Co. of Eugene, Oregon, low bidder in the amount of $564,500.10 at the November 12, 1958 bid opening.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

NOTED

RECEIVED
DEC 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON
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FOR FILING

I 5-1(7)50

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-D

December 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Josephine Co. Line-Evans Creek
Project I-5-1(7)50

Dear Sir:

Your letter of December 23 requested a firm commitment from this office on whether we would approve participation of Federal funds in the cost of constructing a frontage road left of Stations 420 to 431, based on estimated savings of $8000.00 because of the access provided.

We will approve participation of Federal funds in the cost of constructing this frontage road.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
DEC 2[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
DEC 26 1958
FOR FILING
[illegible]

5393

December 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Josephine County Line-Evans Creek
Pacific Highway
Jackson County

Dear Sir:

It has come to my attention that there is some doubt as to whether the Bureau of Public Roads will participate in the construction of a frontage road to the left Station 420+00 to 431 on the subject section. It appears that the Bureau has only indicated approval contingent upon actually realized savings at the time the property settlement is made either through court action or negotiation.

Our position is that a commitment should be made on the basis of estimates made at this time. These estimates show that this frontage road can be constructed for approximately $1,900. This would be a one-way road fourteen feet in width with six inches of surfacing and would utilize the 13X13 equipment pass being constructed due to other right of way commitments. Our right of way appraisals show construction of this road will result in an $8,000 saving because of the access provided.

It is requested that you give us a firm commitment on the basis of these estimates. We are perfectly willing to abide by your decision.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LMT:fp
cc: Tom Edwards
R. L. Porter
F. D. Morgan

RECEIVED
DEC 19 1958
FOR FILING

Salem, Oregon
December 19, 1958

Mr. Tom Edwards
Construction Engineer
OFFICE

Charles C. Richmond property
Josephine County Line-Evans
Creek Section
Pacific Highway

I note Mr. Young's letter of December 17 in which he issues instructions to Mr. Morgan to construct a frontage road along the northerly side of the Josephine County Line-Evans Creek Section of the Pacific Highway from Station 420 to Station 431 for use of one Richmond gaining access to his remaining property.

Approval to construct this frontage road is contingent upon a definite commitment from the Bureau of Public Roads to participate in the cost. If it does not see fit to participate in the cost, the frontage road is not to be built. If the frontage road is to be built, the Right of Way Division should be informed so that its dealings (or in the event of condemnation) with the property owner involved, Charles C. Richmond, can be done on the proper basis.

Will you please take the necessary steps to see that this is clarified.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. R. L. Porter

FORM E-30X—50M—6-58—13046

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1958

SUBJECT: Josephine County Line-
Evans Creek
Pacific Highway

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

It has been brough to our attention that the 13X13 box culvert at Station 420 on the subject named job which is being constructed as a vehicular underpass can be further utilized to service the Charles C. Richmond property lying northerly of the highway at approximately Station 431.

In order to do this, it will be necessary to construct a frontage road within the right of way line from Station 420 to 431 and give Mr. Richmond access to this frontage road. This has been discussed with you by Mr. Barbee.

Will you please arrange for the construction of this frontage road by our contractor. This frontage road should have a surfacing with approximately 6 inches of gravel placed upon it. If possible, we will build the frontage road as a part of the contract bid items. However, if the contractor objects, we will make a Price Agreement for this work.

Construction of this frontage road will also require the location of the fence now shown as the right of way fence to be placed between the highway and the frontage road.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper

RECEIVED
DEC 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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DEC 18 1958
FOR FILING
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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 16, 1958

NOTED
W. C. WILLIAMS

SUBJECT: Mr. Henry Corbin
Josephine Co.Line-Evans Cr. Sec.
Pacific Highway

To: Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

In compliance with Mr. W. C. William's request of November 26, 1958, Mr. Larry Holt, Mr. A. D. Chapman and Mr. James Putnam called on Mr. Henry Corbin to answer his questions regarding the new highway through his property.

Mr. Corbins main concern appeared to be the proximity of the structure over the railroad in this vicinity to his home and the elevation of the structure as compared to his windows overlooking the Rogue River. Both of these questions were answered to the best ability of the men at the meeting. The corner of the Corbin house is approximately 126 feet from the corner of the structure and the elevation of the structure is at about the same elevation as the window sills.

Mr. Corbin discussed access to his property with Mr. Holt. No provisions has been made for access to the Corbin property to the West of his house and Mr. Corbin feels that the State is not allowing him damage for this in their offer of purchase. Mr. Corbin now has two access points off the present County road and with construction of the new highway these two access points will be eliminated. In order to reach his wood lot and proposed building site, Mr. Corbin will be required to build a road for which he has an estimate of cost of $5000.00. Mr. Holt promised to look into this matter but felt sure that this item had been taken into consideration in the State's offer of purchase. The plans accompanying your letter of November 26th were left with Mr. Corbin and Mr. Holt is forwarding that portion of the Right of Way map as it effects the Corbin property to you.

I trust that the information given Mr. Corbin was sufficient for his purpose.

F D Morgan
F. D. Morgan
Division Engineer

dls
cc: Tom Edwards
cc: R. L. Porter

RECEIVED
DEC 17 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
NOV 28 1958
FOR FILING

November 26, 1958

Corbin, Henry

Mr. Henry Corbin
5664 Foothill Boulevard
Grants Pass, Oregon

Dear Sir:

I have your letter of November 21, 1958, in which you request a copy of the detailed plans of the highway through your property. You also asked for considerable information regarding heights, clearances, et cetera.

I believe the best way to handle this matter would be to have our Division Engineer or one of his assistants call on you and give you the plans and answer any questions that you might wish to ask him. I am, therefore, instructing our Division Engineer, Mr. F. D. Morgan, or one of his assistants to call on you, accompanied by our Right of Way Supervisor for that area, at which time they can give you any information that you might wish.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn   me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. F. D. Morgan

Mr. Morgan: Please call on Mr. Corbin in the immediate future and give him a copy of the plans as they affect his property (attached). Explain or mark anything that he wishes. Please give us a report.

Sheets 7 + 8
Josephine Co. Line-Evans Creek Sec
Pacific Hwy.
(to Morgan)

5664 Foothill Blvd.,
Grants Pass, Oregon.
November 21 1958.

Oregon State Highway Department,
Highway Building,
Salem, Oregon.

FERRED TO

Attention: Mr. Williams
State Highway Engineer.

Dear Sir:

In view of the fact that there are many details concerning the acquisition of the right-of-way for the re-alignment of Highway 99 through my property with which I am not familiar I feel I should have a detailed drawing of your plans.

In some places the highway overlaps the Telephone cable line.
I am told that the county road will be changed from its present route.

I would like to know how close to my house the superstructure of the over pass will be. Its Width. Its heigth.
According to the laths placed on my lawn by the surveyors the highway fence will be very close to my house and take most of my front lawn.

The present driveways leading from the county road to my house is to be changed, I am told.
The creek running down on the west side of my yard is to be diverted so as to run in front of my house, I am told.

The re-alignment of the county road will take most or all of my garden space.
My private driveway will be longer and steeper than at present.

I am not sure of just how much of my river frontage property will be taken by the highway.
I do not know what is proposed for access to what is left of my river property.

I would appreciate very much a detailed map of your plans so I may have a better overall picture of what is going to take place on my property when the new highway comes through.

Respectfuly yours, Henry Corbin

5664 Foothill Blvd.,
Grants Pass, Oregon.

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1958
FOR FILING

I-5-1(7) 58

5392

December 12, 1958

296

Mr. Walter Anderson
Post Office Box 275
Rogue River, Oregon

Dear Mr. Anderson:

This is to acknowledge receipt of your letter of December 10 which concerns trees on the L. J. Buck, Phil Buck and Cooper properties that are near Evans Creek and are in the right of way of the new Pacific Highway Freeway.

Plans and specifications which were prepared for this project make all timber the property of the contractor. While this contract has not yet been awarded, such will be done within the week or so.

The low bidder was Earl L. McNutt Company, of Eugene. Any arrangements for securing these trees should be made with them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

RLP:zg

RECEIVED
DEC 16 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1958

SUBJECT: Assignment No. 296

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

Office

I return herewith the above assignment with a suggested reply, as requested.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:zg

Attachments

NOTED
P. M. STEPHENSON

RECEIVED
DEC 11 1958
LEGAL DEPT.

Rogue River, Oregon
December 10, 1958

PLEASE RETURN TO
P.M. STEPHENSON
FOR FILING

Oregon State Highway Department
State Highway Building
Salem
Oregon

Dear Sir

I would like to know if I can buy the Oak trees on the new highway property between Evans-creek and the former Walter and Edna Anderson Property, there is about twenty trees, most of them are on the former L.J. Buck, Phil Buck and Cooper property. Will you please let me know by return mail where I can get this information. Thank you.

Yours truly

Walter Anderson

Walter Anderson
P.O. Box 275
Rogue River, Oregon

RECEIVED
DEC 11 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1958
FOR FILING
[illegible]
5293

December 9, 1958

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of a throughway agreement between the State Highway Commission and Jackson County covering the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
DEC [illegible] 1958
FOR FILING

December 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of estimate and sketch in connection with adjustment of The California Oregon Power Company facilities on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Project No. I-5-1(7)50.

This completes the agreement in accordance with the provisions of PPM 30-4. Authorization to proceed with this work was approved as of November 12, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
DEC 11 1958
FOR FILING

Salem, Oregon
December 9, 1958

MISC. CONTRACTS and
AGREEMENTS No. 6039

Throughway Agreement
Josephine County Line-Evans Creek Section
Pacific Highway
Jackson County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for your files is a conformed copy of a throughway agreement with Jackson County covering the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1958

SUBJECT: Throughway Agreement
Josephine County Line-Evans Creek Section
Pacific Highway
Jackson County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved August 1, 1958.

John D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

Agreement
signed by
Mr. Stephenson
11/28/58

8-1-58 Minute Page 73
Floyd Query

RECEIVED
[illegible] 1958
FOR FILING
5-51(7)50

Route 1, Box 308,
Rogue River, Ore.
Nov. 25,1958.

NOTED
W. C. WILLIAMS

Mr. W.C.Williams, State Highway Engineer,
Oregon Highway Dept.,
Salem, Ore.

Dear Mr. Williams:

Please let me thank you for sending me the print of Sheet No. 8 of the Josephine County Line-Evans Creek Section of the new Pacific Highway in Jackson County as requested in my letter of Oct. 6.

This print shows details of my property bordering the Rogue River west of Evans Creek. The elevation profile along the center line of the highway is of particular interest to me.

I think it was thoughtful and considerate of you to send me a print covering the revisions you mention and I want you to know I appreciate it.

Yours very truly,

R.H.Long

R.H.Long.

RECEIVED
DEC 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1958
FOR FILING

I-5-1(7)50

5373

November 18, 1958

11/24/58 Kenerson phoned that it
may charge 100' each side ? Tu
instead of 65'. Told him
need 50'. GSP

Mr. W. H. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

Under date of October 17, 1958, I wrote Mr. L. R. Smith, Superintendent of the Southern Pacific Company in Portland, requesting easements across your track for the construction of the new interstate highway between Grants Pass and Gold Hill. This location is near the town of Rogue River.

After conference with Mr. Kruttschnitt of your office, I am now resubmitting this application on a revised basis. Attached hereto are two prints from our Drawing 8B-11-1, revised November 1958. It was suggested that we purchase, rather than take easement for, the additional 50 feet on each side of your normal operating right of way at the site of the crossing. This area is shown in purple on the attached map. We are agreeable to this purchase and would ask that you advise us as to the value placed on this property.

We would request easements for the placement of slopes on the areas shown in green on the attached map. On the encroachment to the west of the railroad crossing we have restricted the easement so that our construction will in no case be nearer than 18 feet from the center line of your track, allowing for the operation of off-track maintenance. We would, however, request permission to work on an area two feet outside of this line during the construction of the adjacent county roadway. At the east of the crossing our requested encroachment comes to within 12 feet of your track and is retained by a bin-type retaining wall. We will agree to place adequate drainage culverts under this wall to accommodate any drainage which may flow parallel with your tracks.

We have shown in orange on the map the area which we suggest for an easement in constructing the overcrossing of the tracks. We expect to submit to the Public Utility Commissioner, within the near future, an application for a permit to construct the overcrossing.

Very truly yours,

W. C. Williams
State Highway Engineer

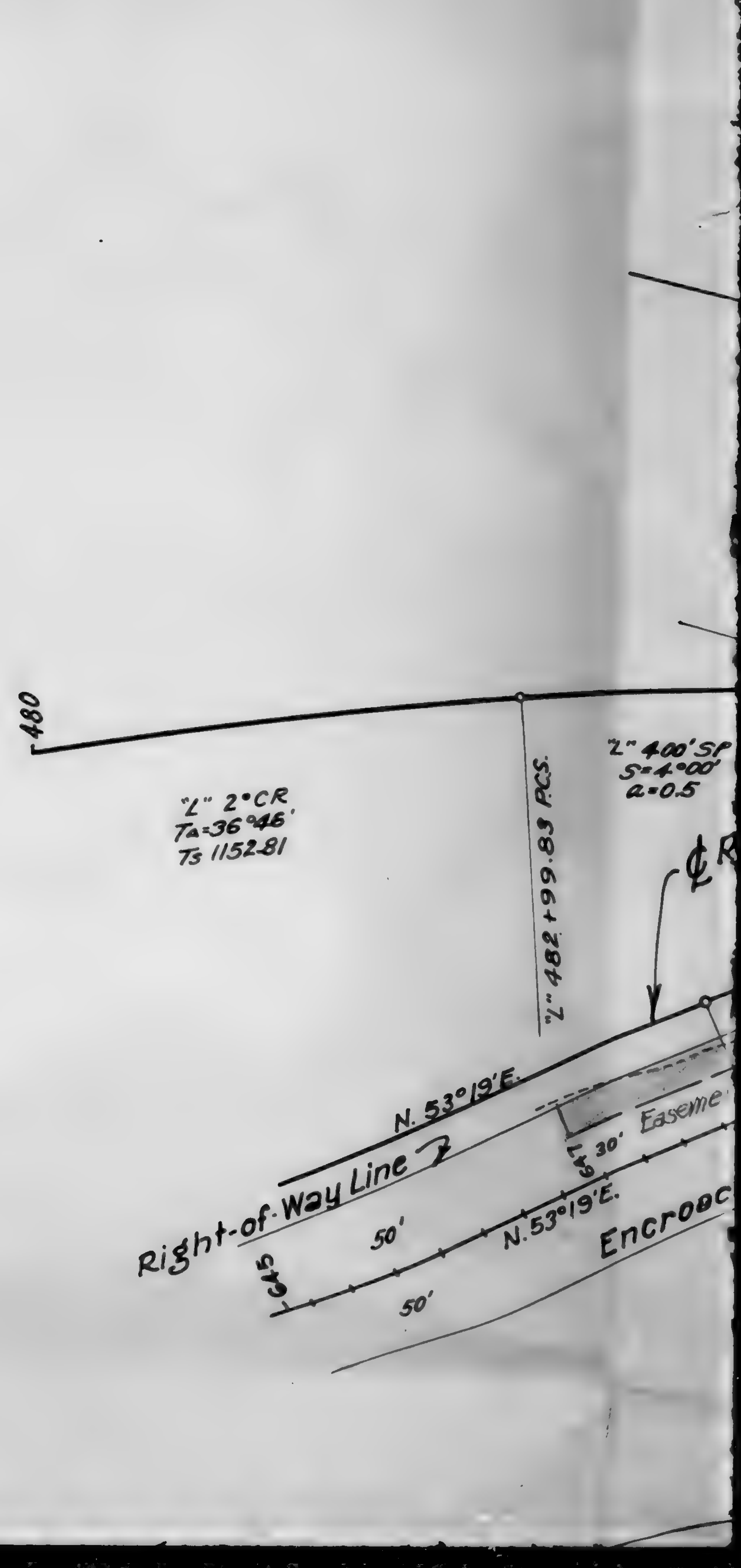
By

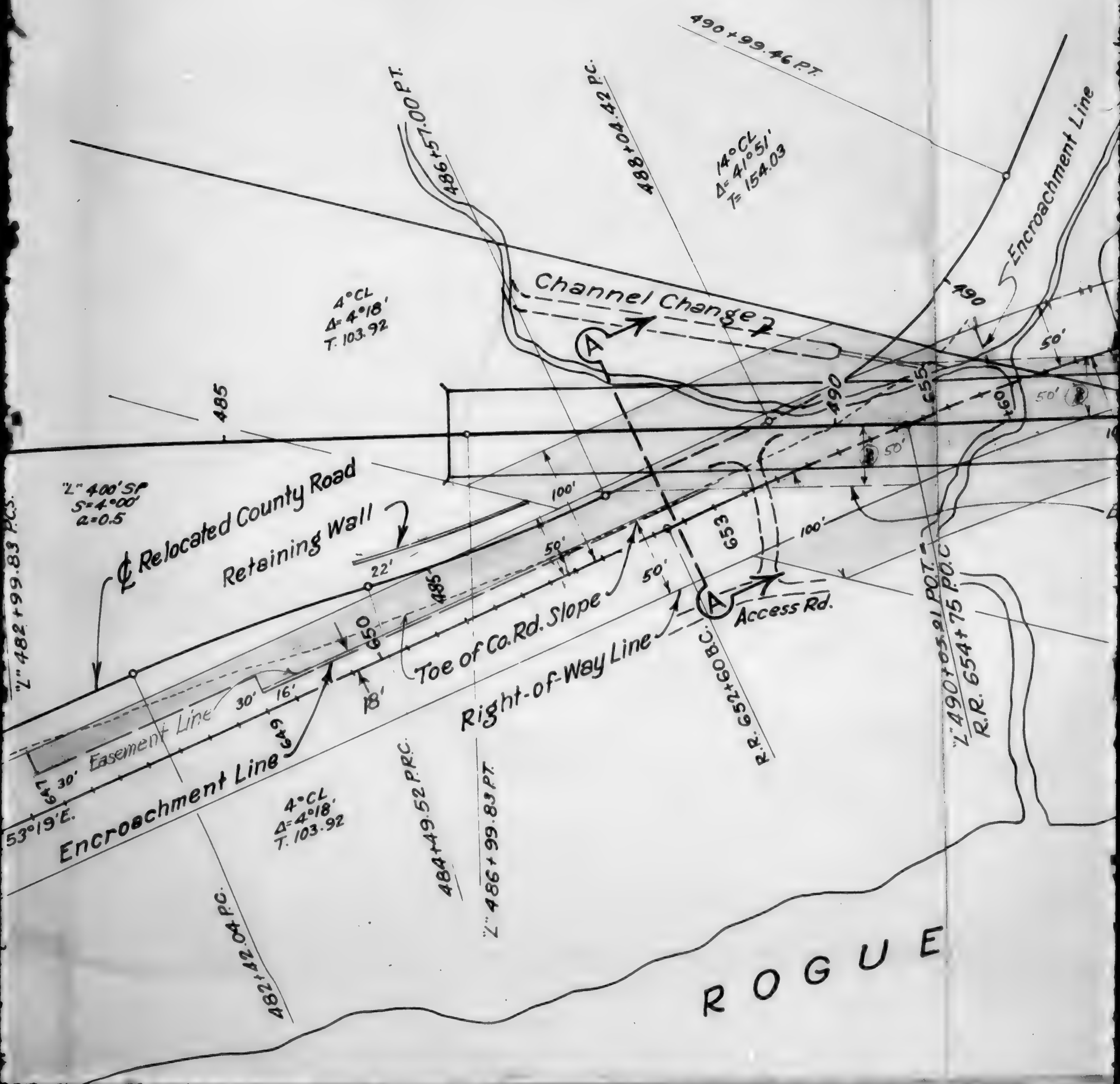
G. S. Paxson
Assistant State Highway Engineer

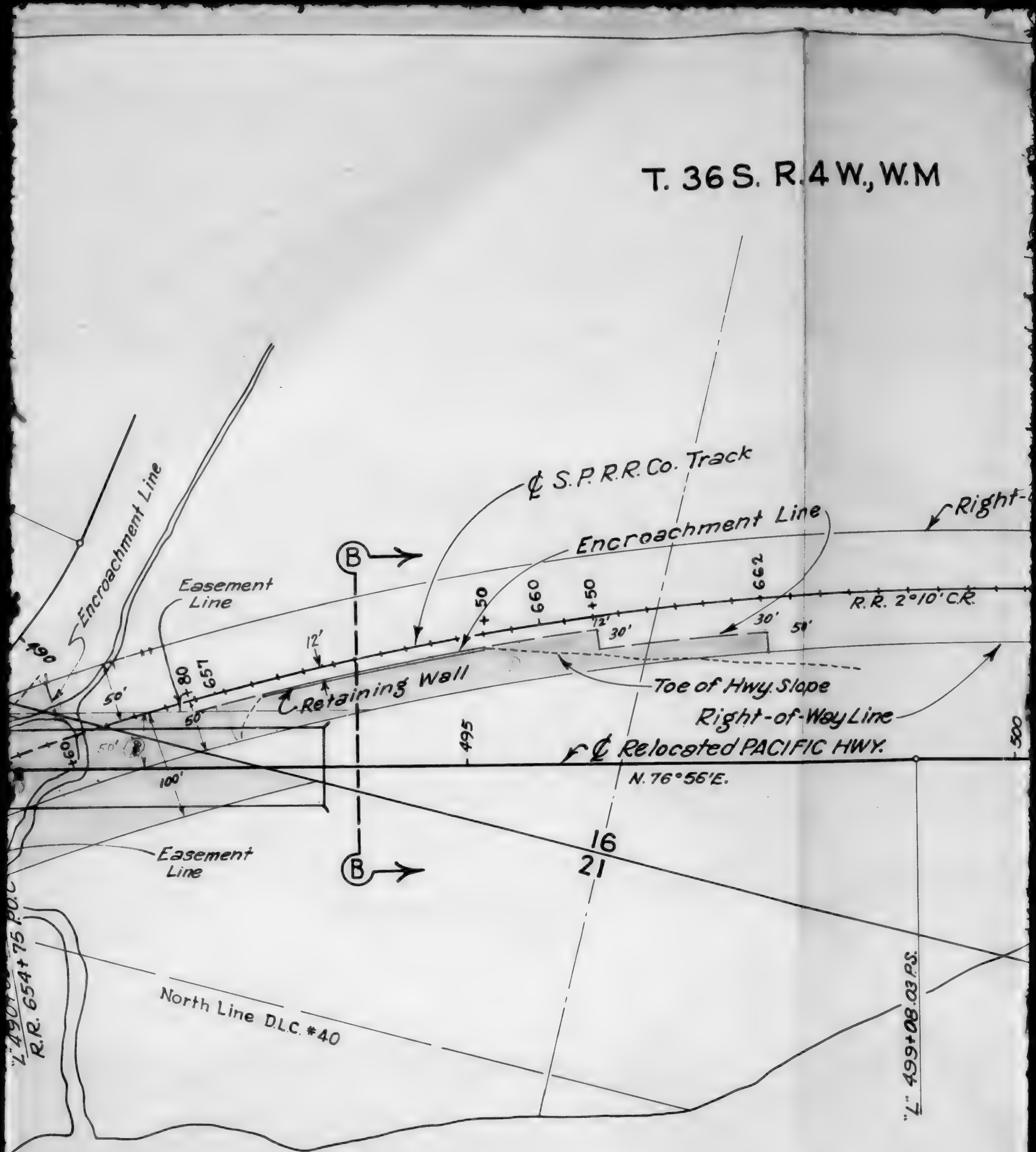
NOTED
G. S. PAXSON

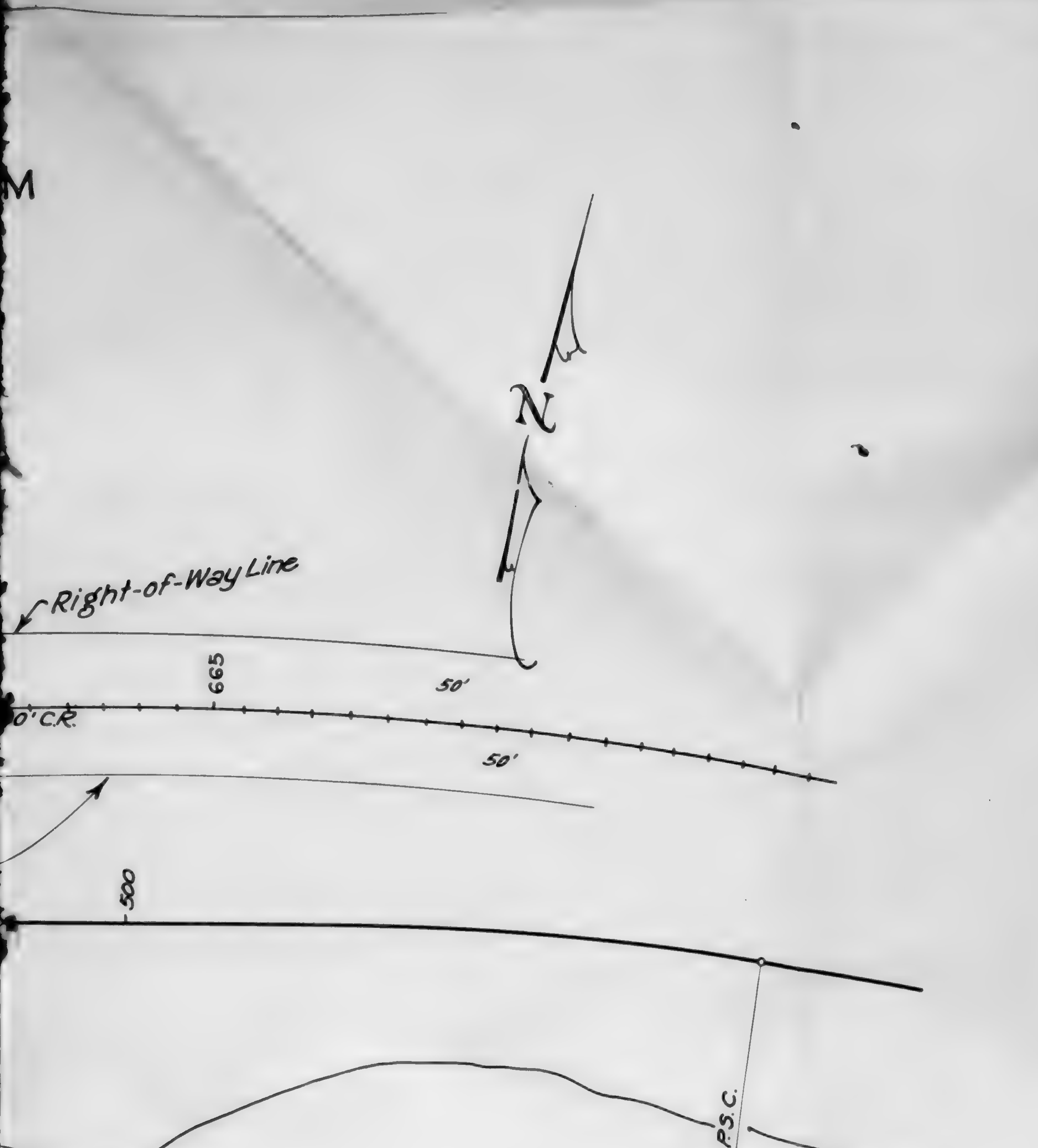
cc Mr. W. C. Williams
Mr. L. R. Smith, Supt.
Southern Pacific Company
Portland, Oregon
Mr. R. L. Porter

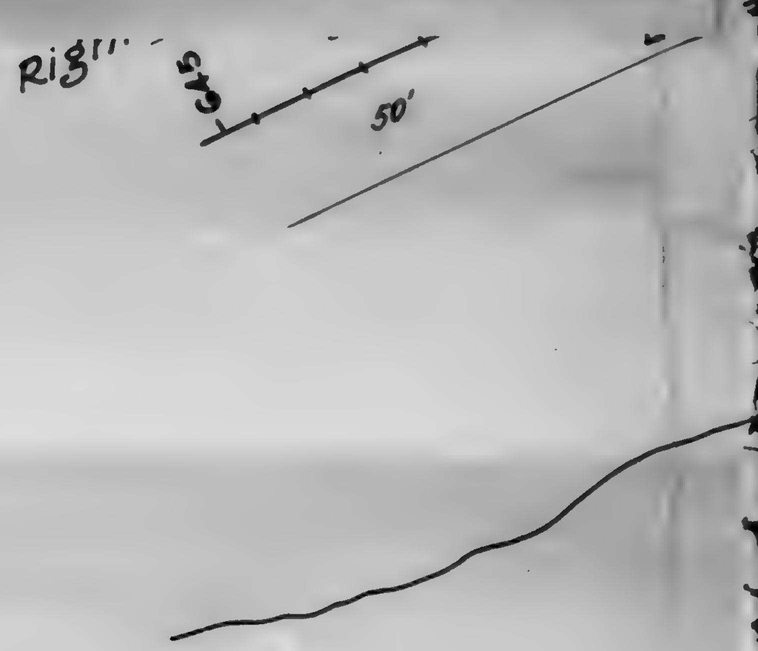
GSP:gm

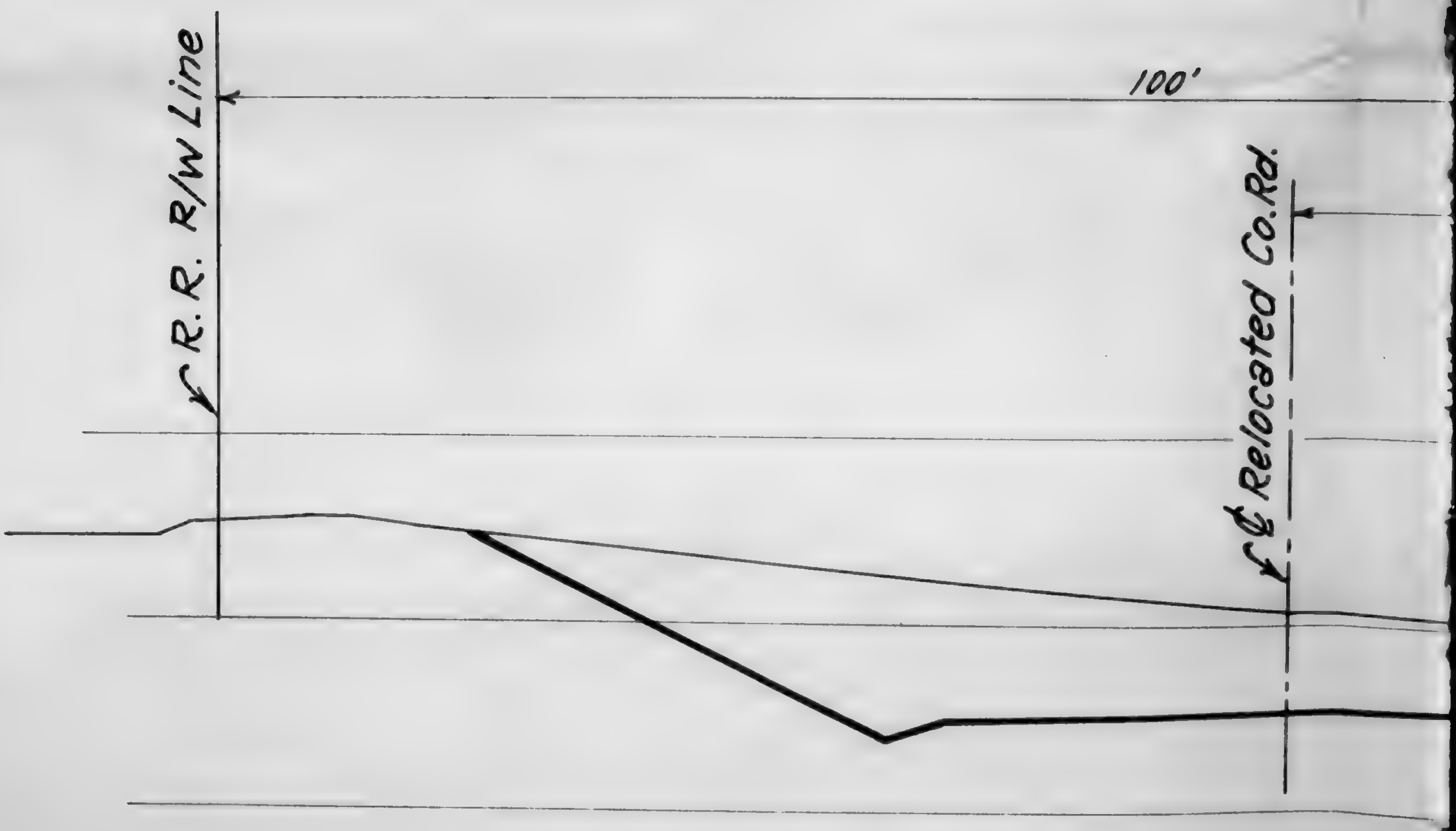

480
"L" 2°CR
Ta=36°46'
Ts 1152.81
"L" 482+99.83 P.C.S.
"L" 400' SP
S=4°00'
a=0.5
℄ R
N. 53°19'E.
Right-of-Way Line
30'
Easeme
647
50'
N.53°19'E.
645
50'
Encroac


490+99.46 P.T.
486+57.00 P.T.
488+04.42 P.C.
14° CL
Δ= 41°51'
T= 154.03
Encroachment Line
4° CL
Δ= 4°18'
T. 103.92
Channel Change
A
490
490
655
+60
50'
50'
50'
485
"L" 482+99.83 P.C.S.
"L" 4.00' SP
S= 4°00'
a= 0.5
℄ Relocated County Road
Retaining Wall
100'
22'
50'
485
653
50'
100'
A
Access Rd.
Toe of Co. Rd. Slope
650
30'
16'
18'
Easement Line
30'
647
649
53°19'E.
Encroachment Line
Right-of-Way Line
R.R. 652+60 B.C.
"L" 490+03.91 P.O.T. =
R.R. 654+75 P.O.C.
4° CL
Δ= 4°18'
T. 103.92
484+49.52 P.R.C.
"L" 486+99.83 P.T.
482+42.04 P.C.
ROGUE


T. 36 S. R. 4 W., W.M
℄ S.P.R.R. Co. Track
Encroachment Line
Right-
Encroachment Line
Easement Line
490
12'
50
660
+50
662
R.R. 2°10' C.R.
12'
30'
30'
50'
80
657
50'
50
℄ Retaining Wall
Toe of Hwy. Slope
Right-of-Way Line
+60
50'
495
℄ Relocated PACIFIC HWY.
500
N. 76°56'E.
100'
16
21
Easement Line
B
B
R.R. 654+75 P.O.C.
North Line D.L.C. #40
"L" 499+08.03 P.S.
RIVER

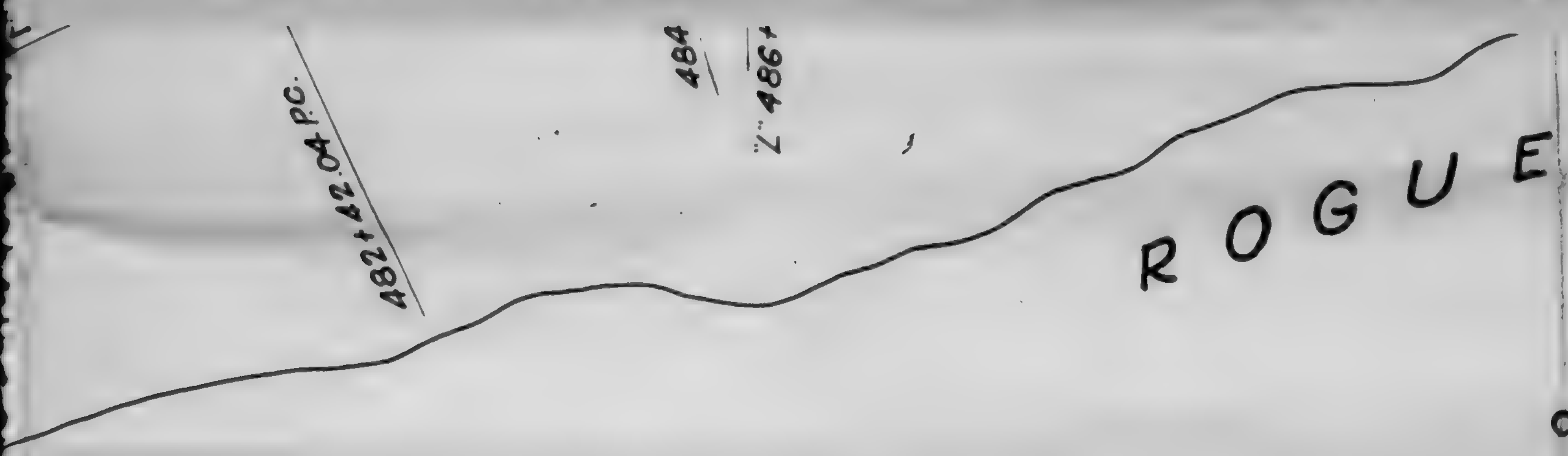

M
N
Right-of-Way Line
665
50'
0' C.R.
50'
500
"L" 504+58.03 P.S.C.
S. 88°03'49"E.
550' Sp.
S=9°04'30"
a=0.6




R.R. R/W Line
100'
℄ Relocated Co. Rd.

SECTIO

Sta. 487+00 = R


482+42.04 P.C.
484
"L" 486+
ROGUE
R

OREGON STATE H

LOC

ENCROACHM

PACIFIC

JOSEPHINE CO. L

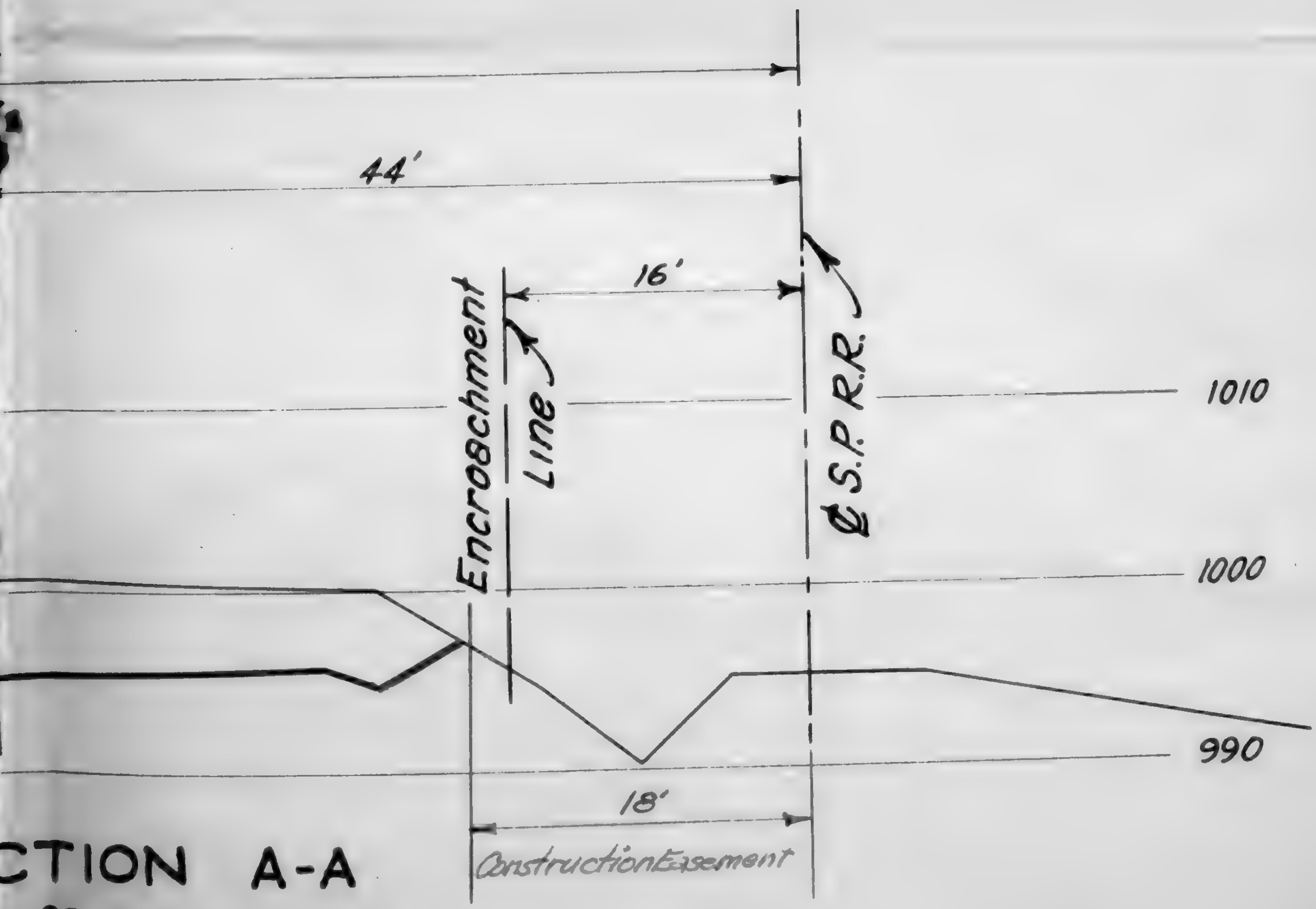
Jacks

1" = 100'

DWG.

R/W Mo

R/W Fi


44'
16'
Encroachment Line
℄ S.P. R.R.
1010
1000
990
18'
Construction Easement

CTION A-A

7+00 = RR. 652+70 ±

R I V E R

OREGON STATE HIGHWAY COMMISSION

Located Line

OACHMENT ON S.P.R.R.CO.

PACIFIC HIGHWAY

SEPHINE CO. LINE - EVANS CR. SEC.

Jackson County

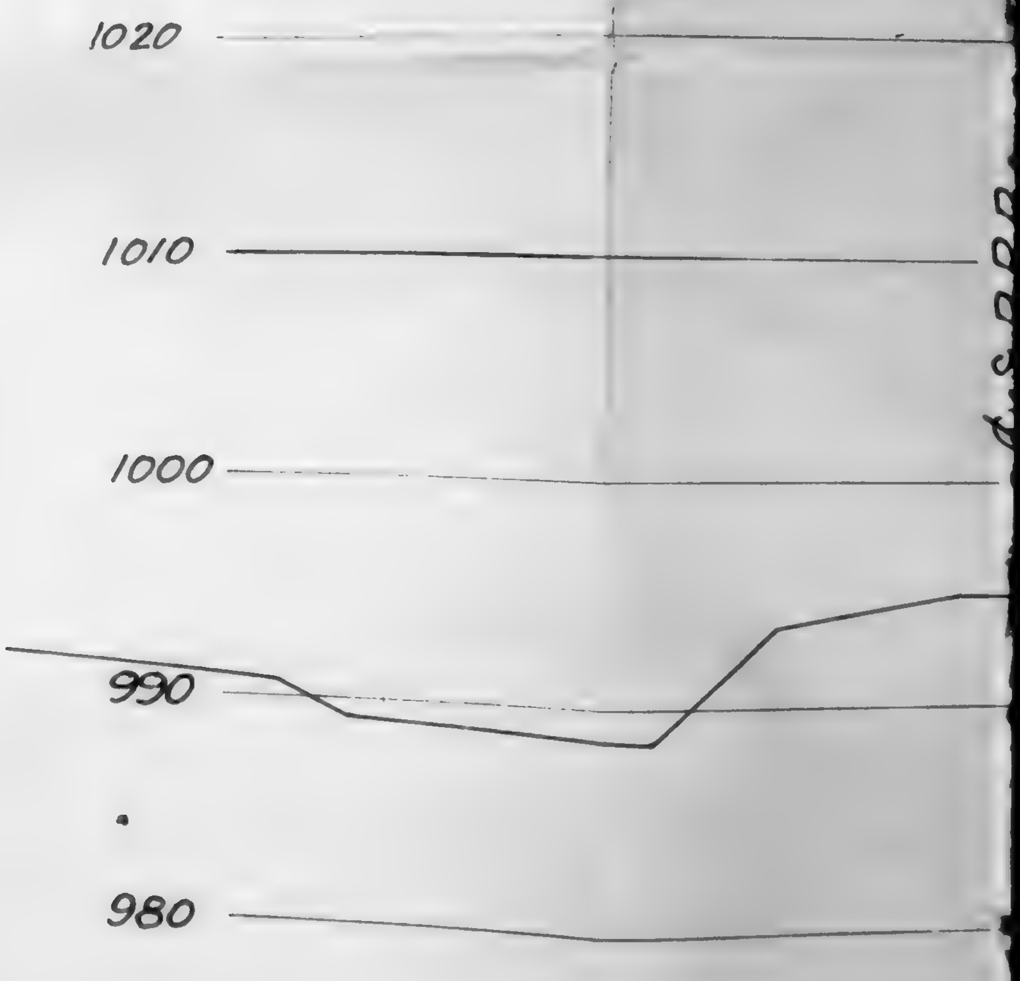
00'

Sept.1958
Rev. Nov.1958

DWG.No. 8B-11-1

R/W Map No. 8B-6-3

R/W File No. 28870



R I V E R

REGON STATE HIGHWAY COMMISSION

Located Line

OACHMENT ON S.P.R.R.CO.

PACIFIC HIGHWAY

SEPHINE CO. LINE - EVANS CR. SEC.

Jackson County

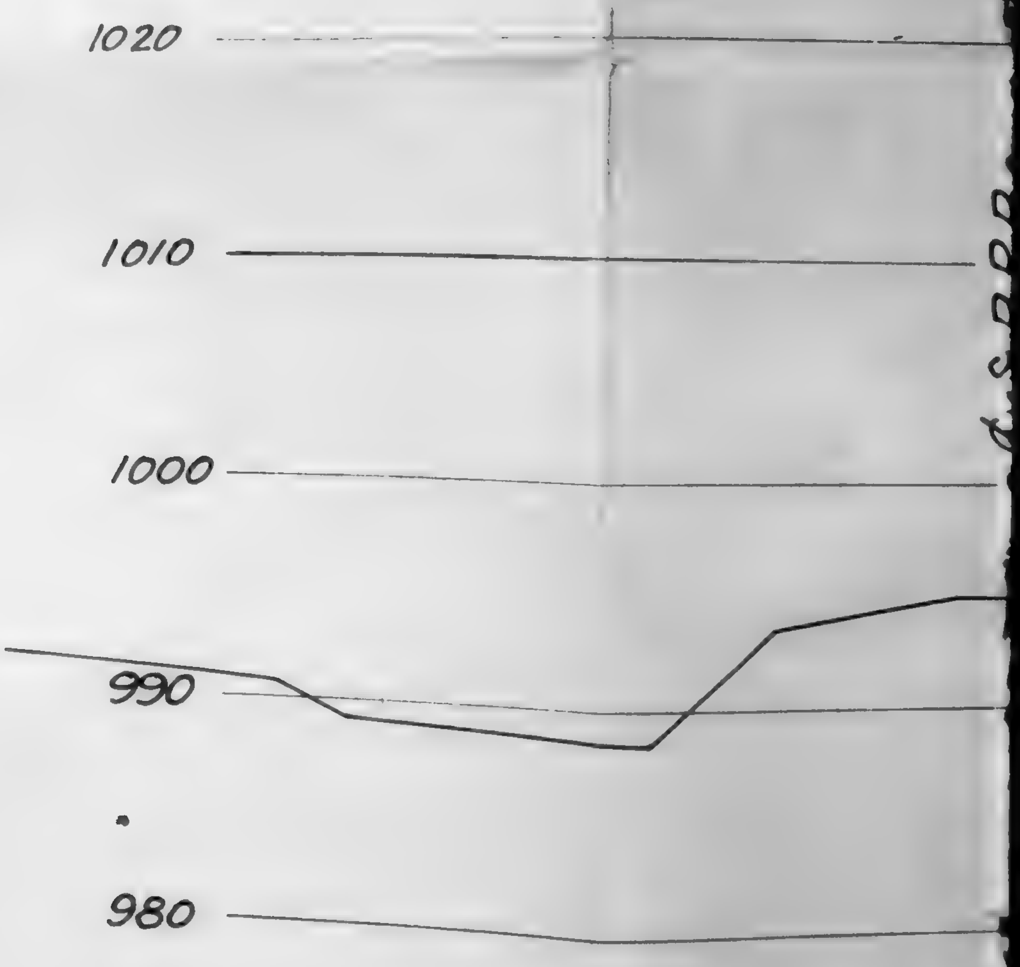
00'

Sept.1958
Rev. Nov.1958

DWG.No. 8B-11-1

R/W Map No. 8 B-6-3

R/W File No. 28870

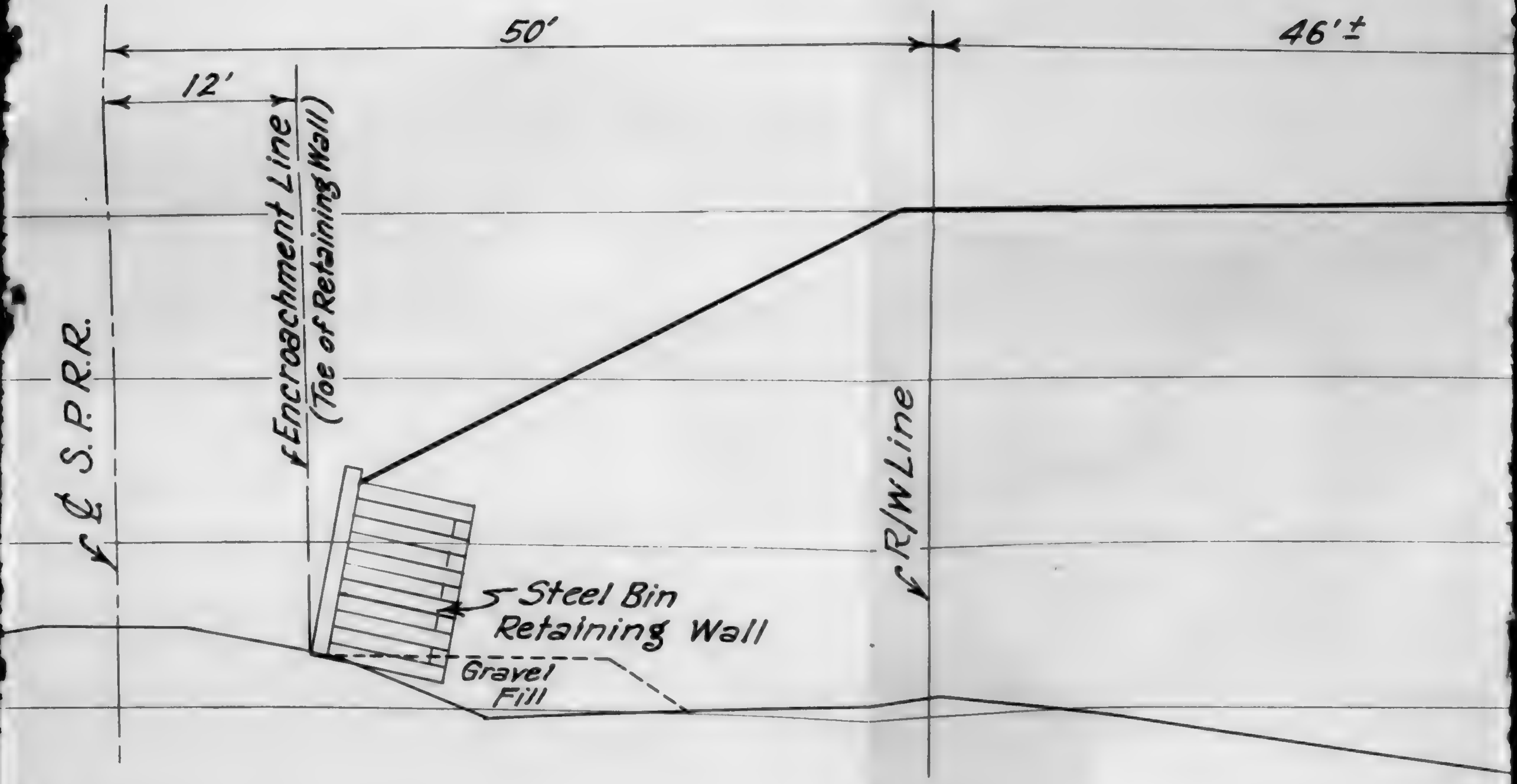


a-0.6

▭ Purchase

▭ Easement

▭ Encroachment


50'
46'±
12'
Encroachment Line
(Toe of Retaining Wall)
℄ S.P.R.R.
R/W Line
Steel Bin Retaining Wall
Gravel Fill

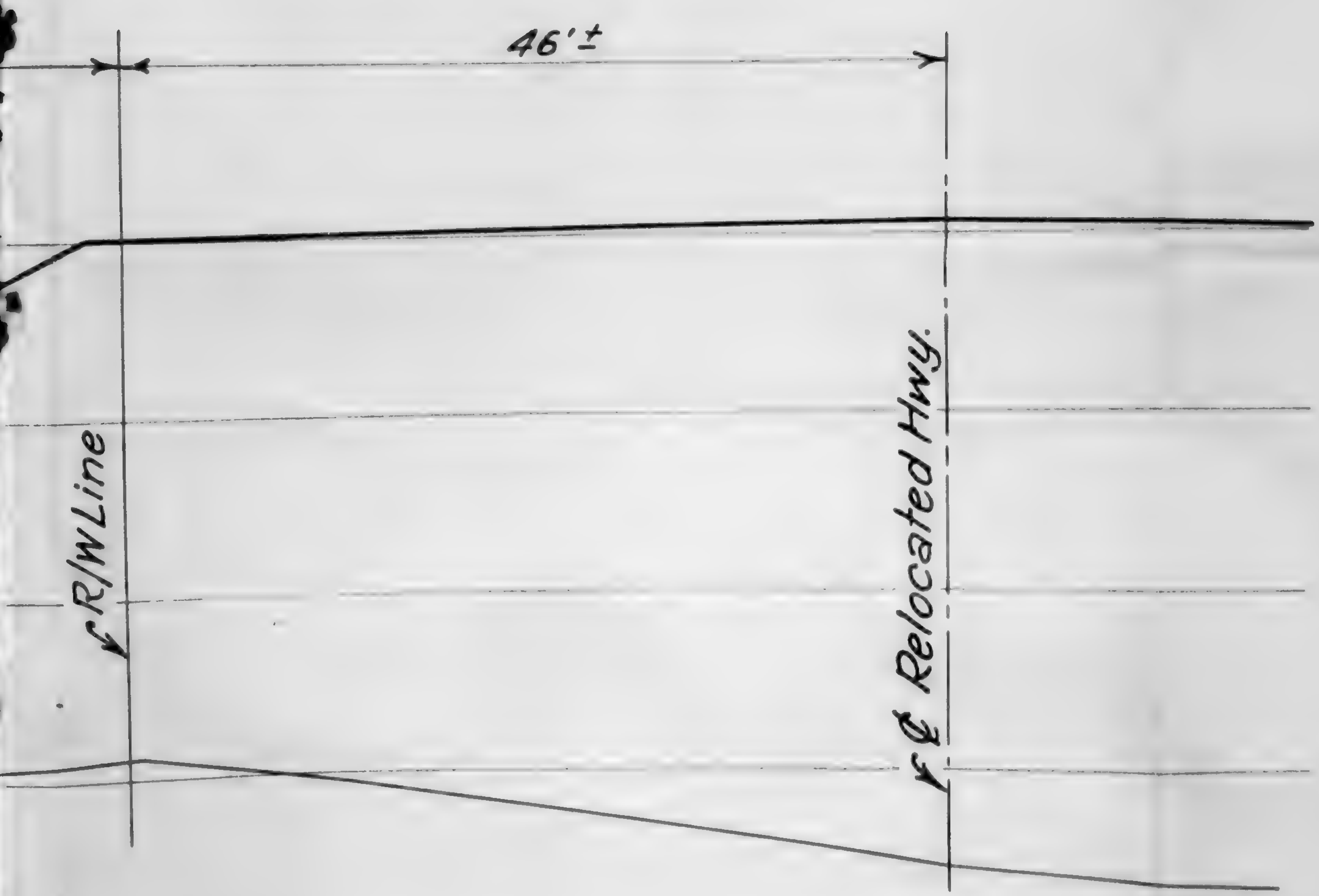
SECTION B-B

Sta. "L" 494+00 = R.R. 658+30±

▭ Purchase

▭ Easement

▭ Encroachment


46'±
R/W Line
℄ Relocated Hwy.

B

58+30±

8B-11-1

RECEIVED
[illegible]
FOR FILING
I-5-1(7)50

5393

When replying, refer to:
08-35.5

November 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(7)50
Josephine County Line-Evans Creek
Section of the Pacific Highway

Dear Sir:

Authorization is hereby granted to proceed as of November 12, 1958 with the necessary adjustments of the California-Oregon Power Company's lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig. to Edwards

RECEIVED
[illegible] 1958
FOR FILING
I-5-1(7)50
5393

When replying, refer to:
08-35.5

November 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(7)50
Josephine County Line-Evans
Creek Section of the
Pacific Highway

Dear Sir:

Authorization is hereby granted to proceed as of November 12, 1958 with the necessary adjustment of the Pacific Telephone and Telegraph Company's lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to Edwards

RECEIVED
NOV 12 1958
FOR FILING

I-5-1(7)

5390

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith three copies of Assistant Counsel's letter in connection with the adjustment of the Pacific Telephone & Telegraph Company's lines on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Project I-5-1(7)50.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
NOV 12 1958
FOR FILING

I-5-1(7)50

5393

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith copies of Assistant Counsel's letter in connection with adjusting power lines of the California Oregon Power Company on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, Project No. I-5-1(7)50.

Authorization to proceed with the work on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
NOV [illegible] 1958
FOR FILING

S-2703-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

J 5-1(7) 50

6373

November 7, 1958

911/323

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. S. H. Probert, Office Engineer

Dear Sir:

Thank you for sending us a copy of your letter of November 5 to Mr. L. R. Smith and the Special Provisions and Plans covering grading work on the Pacific Highway near Rogue River, bids for which are to be received on November 12.

A review of the plans indicates that a substantial amount of work is contemplated on railroad right of way. Our analysis of what you propose indicates that the work will not be acceptable to our company if completed in the manner contemplated by the plans. For example, Sheet #7 shows an "encroachment line" extending to within 16 ft. from center line of track, and Sheet #8 shows a 220 ft. long bin type retaining wall 12 ft. from center line of track. We have written you previously calling your attention to the necessity for designing these overhead structures to provide a minimum of 15 ft. from track center line so as to accommodate our standard roadbed section, including provisions for drainage.

We also believe that Mr. Smith has notified you that while this structure need not be designed for future railroad tracks, it is necessary to design it to accommodate an off-track maintenance equipment roadway, and if we correctly read your plans there is no space for such a roadway. We also note that considerable other work on our property, such as a relocation of a county road, changes in drainage facilities, etc. are contemplated. We are surprised that the State would proceed this far without giving us theopportunity to review and approve plans for such work on our right of way.

We would also like to point out that the State has not yet acquired any easement or other property rights for this construction upon and over our right of way, nor has any order from the Public Utilities Commissioner been obtained for the overpass. It appears that in proceeding as far as you have the State is presuming that Southern Pacific will grant an easement at the location contemplated and that the Public Utilities Commissioner will issue the necessary orders.

In view of the above facts, we have no alternative other than to request that the State defer the award of any contract until these matters can be taken care of in a proper manner. In order to facilitate this project, and also to discuss several other matters of mutual concern, we have arranged for Mr. Kruttschnitt from this office to meet with Mr. Paxson in his office on Wednesday, November 12.

Yours truly,

WM Jaekle
Ra

cc: Mr. Glenn S. Paxson
Assistant State Highway Engineer

RECEIVED
NOV 10 1958
STATE [illegible]

RECEIVED
NOV 10 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 - 1958
FOR FILING

J-5-1(7)(?)

5393

November 5, 1958

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the Special Provisions and plans covering grading work on the Josephine County Line-Evans Creek Section of the Pacific Highway in Jackson County, bids for which are to be received in Salem on November 12, 1958.

Plans call for county road revision, fill encroachment, bin type retaining wall construction and some drainage work within railroad right of way as indicated on Sheets No. 7 and 8 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations; also the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 29 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. N. Probert
Office Engineer

CC: G. S. Paxson
J. W. DeBorn
Mr. W. H. Jaekle, Chief Engr.
Southern Pacific Company
65 Market Street
San Francisco 5, California

JNR:lmw

RECEIVED
OCT 30 1958
FOR FILING

OREGON DISTRICT
I-5-1(7)50

5393

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-1(7)50, Josephine County Line-Evans Creek Section of the Pacific Highway, Jackson County (grading and draining).

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

copy to:
[illegible]

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

IE 1(7)E

5213

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1958

SUBJECT: Throughway agreement between
State and Josephine County
Josephine County Line-Evans Creek
Section of the Pacific Highway
Jackson County

36.1 To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled agreement as per your request of October 10, 1958.

Additional copies of the exhibit map will be forthcoming from County and City Relations.

Nuttman

LEO V. NUTTMAN
Staff Attorney

LVN:mmb
Att.
cc: L. I. Lindas

RECEIVED
OCT 24 1958
OFFICE
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 22 1958
FOR FILING

I-5-1(7)50
5393

October 17, 1958

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Re: Railroad encroachments near
Rogue River in Jackson County

Dear Sir:

In the construction of the new interstate highway between Grants Pass and Gold Hill we overcross your Siskiyou Branch near the town of Rogue River. I am attaching three copies of a print from our Drawing No. 6B-11-1 showing the location and details of the encroachments.

Encroachments No. 1 (shown in red) and No. 2 (shown in green) are necessary for the embankment of our highway and of the relocated county road which passes under the overcrossing structure. Encroachment No. 3 (shown in yellow) is the encroachment permitting the construction of the overpass of your railroad. We are working on the layout for this overpass and will submit it to you and make application to the Public Utility Commissioner for its construction in the near future. The grading of the approach road is to be advertised at our next letting and will involve the placing of embankments on your right of way. It would seem better that all three of these encroachments be considered in one package.

Both our road contract and the later structure contract will contain the usual provisions for insurance and the clearances provided by the structure will of course be subject to your approval. It would be appreciated if you would consider this matter and grant us the easements as early as possible so that we will not be delayed in the grading of the approach embankments.

I am also attaching three copies of our description of the three parcels involved in the easement which we are requesting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant
GSP:gn
Attachments

FORM E-30 50M 6-58 13C46

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1958

SUBJECT: File No. 28870 - Southern Pacific Company
Grants Pass-Rock Point Section
Pacific Highway
Jackson County

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

We hand you herewith revised descriptions covering encroachment and crossing where our interstate line crosses the Southern Pacific Company Siskiyou Branch immediately west of Rogue River.

The maps to cover this crossing have been handed to you this morning.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

DESCRIPTION ONLY

S. P. Railroad Company

Josephine County Line-Evans Creek Section

Jackson County

File No. 28870
JS 10-16-58
8B-11-1

Pacific Highway

Railroad Encroachment

PARCEL NO. 1

A parcel of land lying in Section 21 and Section 16, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning at a point on the Northerly right of way line of the S. P. Railroad Company, 50 feet Northerly from (when measured at right angles to) the center line of said railroad at Station 647+00, said point being 545.92 feet South and 1398.59 feet East of the Northwest corner of said Section 21; thence Southerly at right angles to said railroad center line 20 feet; thence Easterly parallel to and 30 feet Northerly of said railroad center line 200 feet to a point opposite Station 649+00 on said railroad center line; thence Southerly at right angles to said railroad center line 14 feet; thence Easterly parallel to and 16 feet Northerly of said railroad center line, to a point opposite and 16 feet Northerly of Station 655+60 on said railroad center line; thence Northerly radially to said railroad center line 34 feet to the Northerly right of way line of said railroad; thence Westerly parallel to and 50 feet Northerly of said railroad center line to the South line of said Section 16; thence West along the South line of said Section 16, to a line which is parallel to and 100 feet Northerly of said railroad center line; thence Westerly parallel to and 100 feet Northerly of said railroad center line to the North line of D.L.C. No. 40 of said Township 36 South, Range 4 West, W.M.; thence East along the North line of said D.L.C. No. 40 to a line which is parallel to and 50 feet Northerly of said railroad center line; thence Westerly parallel to and 50 feet Northerly of said railroad center line to the point of beginning.

The parcel of land to which this description applies contains 1.0 acre, more or less.

PARCEL NO. 2

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 16, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. Railroad Company, at a point 50 feet Southerly from (when measured radially to) the center line of said railroad at Station 657+00, said point being 63.62 feet South and 2273.42 feet East of the Southwest corner of said Section 16; thence Northerly radially to said center line 38 feet; thence Easterly parallel to and 12 feet Southerly of said railroad center line to a point 12 feet Southerly from (when measured radially to) said railroad center line at Station 660+50; thence Southerly radially to said railroad center line 18 feet; thence Easterly parallel to and 30 feet Southerly of said railroad center line to a point 30 feet Southerly from (when measured radially to) said railroad center line at Station 662+00; thence Southerly radially to said railroad center line 20 feet to the Southerly right of way line of said railroad; thence Westerly parallel to and 50 feet Southerly of said railroad center line to the point of beginning.

The parcel of land to which this description applies contains 0.37 acre.

PARCEL NO. 3 A permanent easement for railroad crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the Southeast quarter of the Southwest quarter ($SE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 16 and in the Northeast quarter of the Northwest quarter ($NE\frac{1}{4}$ $NW\frac{1}{4}$) of Section 21, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning at a point which is 16 feet Northwesterly of (when measured radially to) the center line of the S. P. Railroad Company track at Station 651+68.59, said point also being 116.43 feet South and 3435.24 feet West of the Northeast corner of said Section 21; thence Northeasterly parallel to and 16 feet Northwesterly of said track center line to a point which is 16 feet Northwesterly of (when measured radially to) said center line at Station 655+60; thence Northwesterly radially to said center line at Station 655+60, a distance of 34 feet; thence Northeasterly parallel to and 50 feet Northwesterly of said center line to a point which is 50 feet Northwesterly of (when measured radially to) said

Josephine County Line-Evans Creek Section JS 10-16-58 8B-11-1

Jackson County Pacific Highway

Railroad Encroachment

PARCEL NO. 1

A parcel of land lying in Section 21 and Section 16, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning at a point on the Northerly right of way line of the S. P. Railroad Company, 50 feet Northerly from (when measured at right angles to) the center line of said railroad at Station 647+00, said point being 545.92 feet South and 1398.59 feet East of the Northwest corner of said Section 21; thence Southerly at right angles to said railroad center line 20 feet; thence Easterly parallel to and 30 feet Northerly of said railroad center line 200 feet to a point opposite Station 649+00 on said railroad center line; thence Southerly at right angles to said railroad center line 14 feet; thence Easterly parallel to and 16 feet Northerly of said railroad center line, to a point opposite and 16 feet Northerly of Station 655+60 on said railroad center line; thence Northerly radially to said railroad center line 34 feet to the Northerly right of way line of said railroad; thence Westerly parallel to and 50 feet Northerly of said railroad center line to the South line of said Section 16; thence West along the South line of said Section 16, to a line which is parallel to and 100 feet Northerly of said railroad center line; thence Westerly parallel to and 100 feet Northerly of said railroad center line to the North line of D.L.C. No. 40 of said Township 36 South, Range 4 West, W.M.; thence East along the North line of said D.L.C. No. 40 to a line which is parallel to and 50 feet Northerly of said railroad center line; thence Westerly parallel to and 50 feet Northerly of said railroad center line to the point of beginning.

The parcel of land to which this description applies contains 1.0 acre, more or less.

PARCEL NO. 2

A parcel of land lying in the South half (S½) of Section 16, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. Railroad Company, at a point 50 feet Southerly from (when measured radially to) the center line of said railroad at Station 657+00, said point being 63.62 feet South and 2273.42 feet East of the Southwest corner of said Section 16; thence Northerly radially to said center line 38 feet; thence Easterly parallel to and 12 feet Southerly of said railroad center line to a point 12 feet Southerly from (when measured radially to) said railroad center line at Station 660+50; thence Southerly radially to said railroad center line 18 feet; thence Easterly parallel to and 30 feet Southerly of said railroad center line to a point 30 feet Southerly from (when measured radially to) said railroad center line at Station 662+00; thence Southerly radially to said railroad center line 20 feet to the Southerly right of way line of said railroad; thence Westerly parallel to and 50 feet Southerly of said railroad center line to the point of beginning.

The parcel of land to which this description applies contains 0.37 acre.

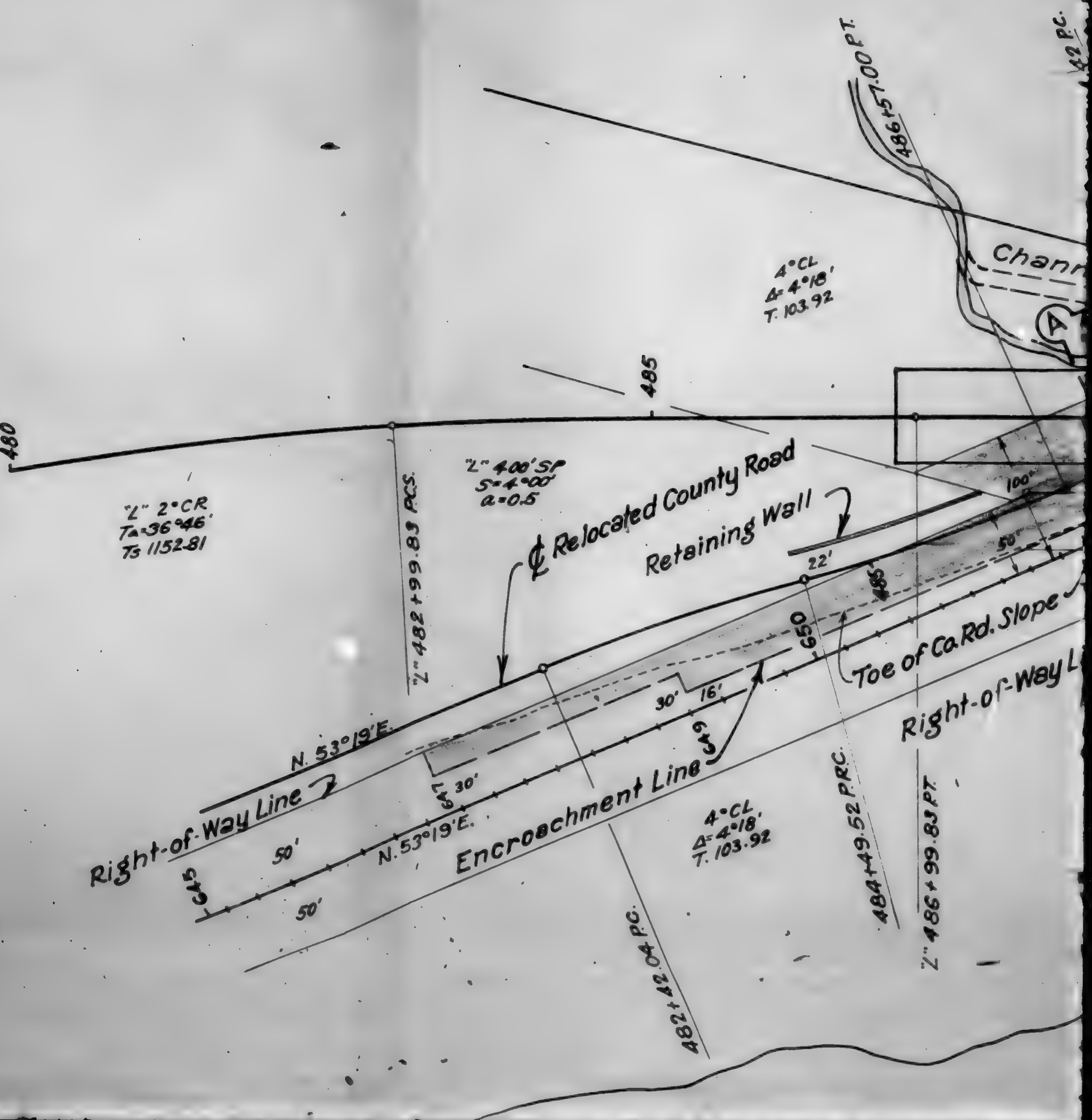
PARCEL NO. 3 A permanent easement for railroad crossing, over or on the following described parcel, to-wit:

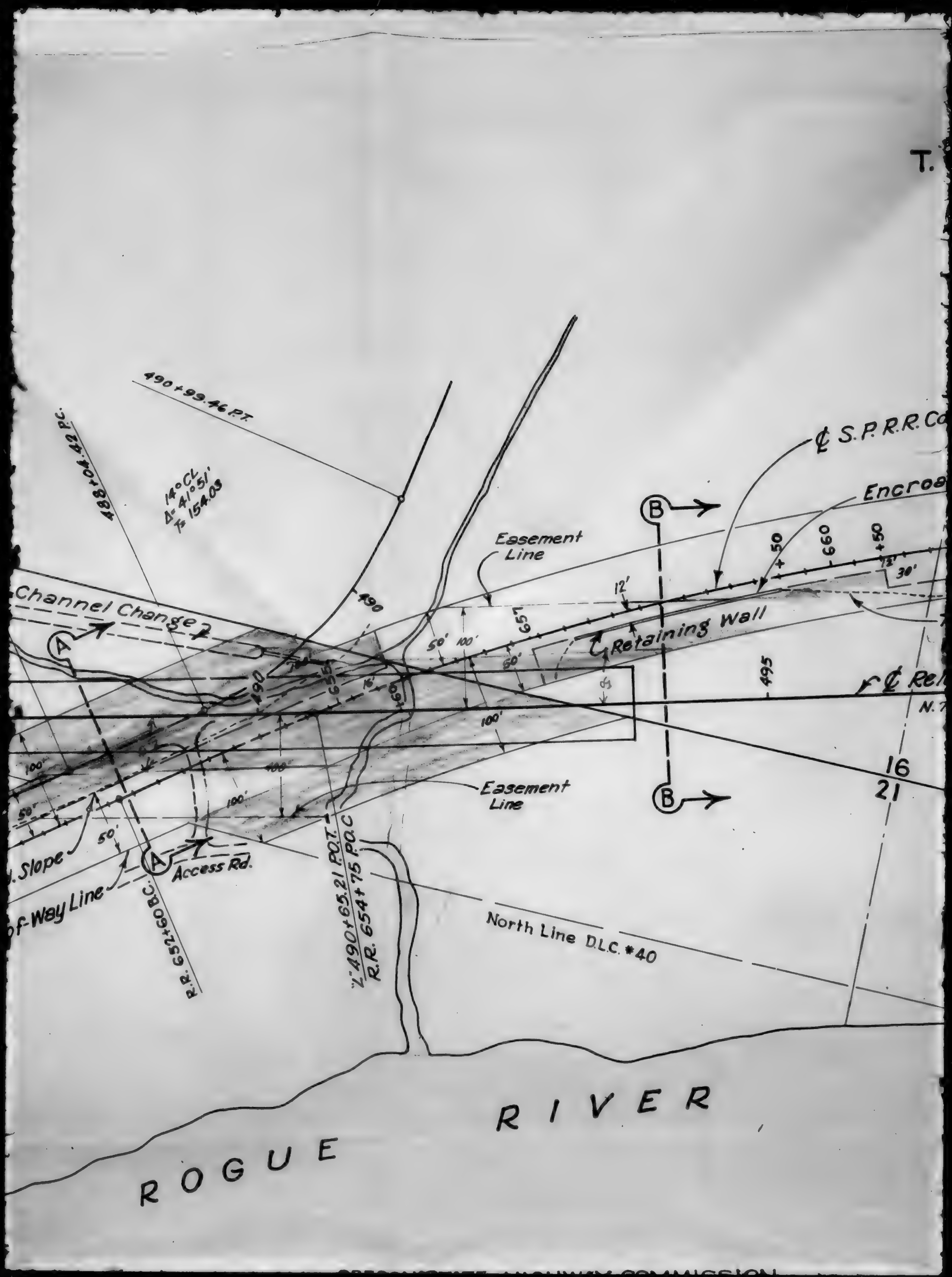
A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 16 and in the Northeast quarter of the Northwest quarter (NE¼ NW¼) of Section 21, Township 36 South, Range 4 West, W.M., Jackson County, Oregon; the said parcel being described as follows:

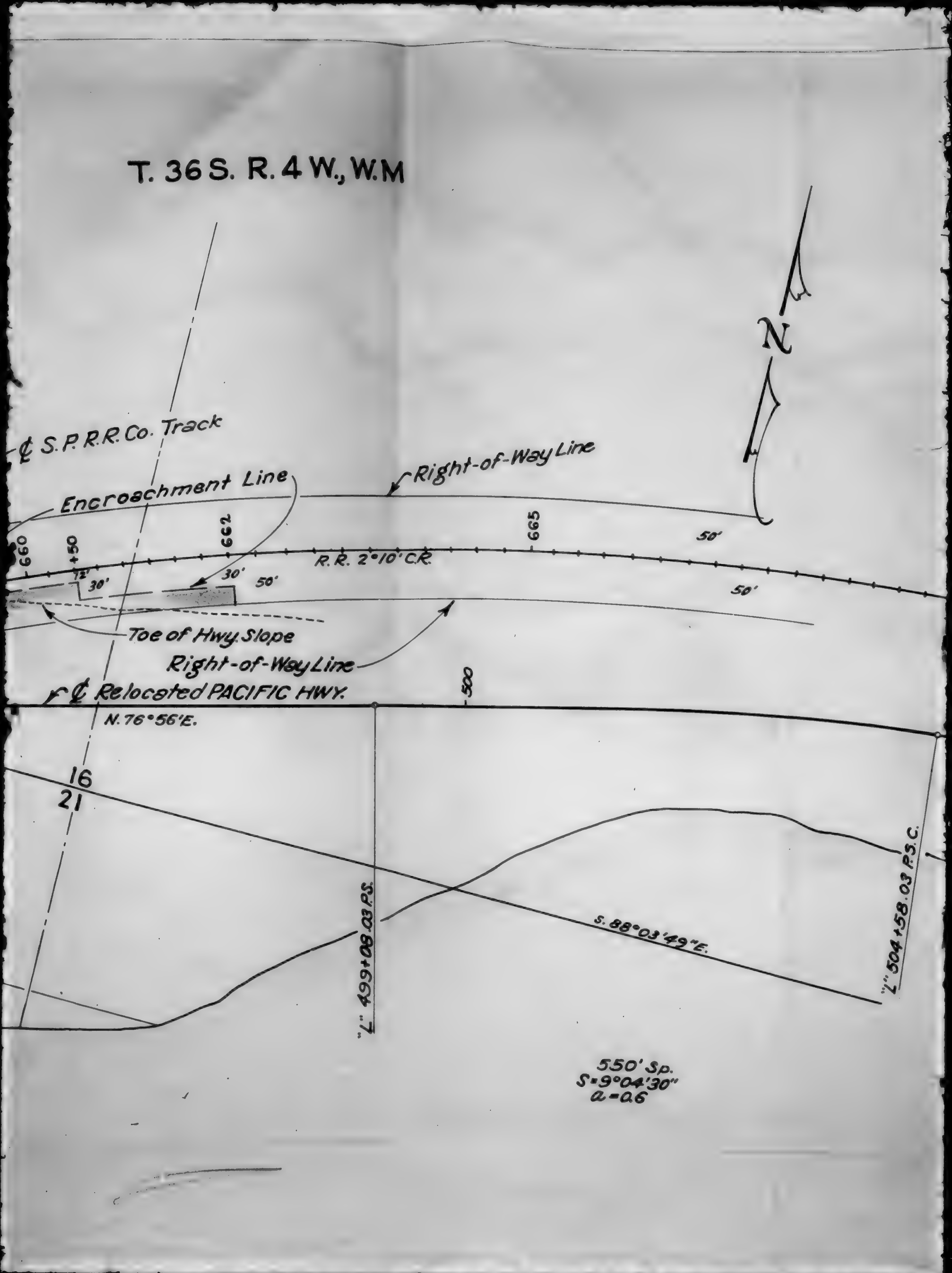
Beginning at a point which is 16 feet Northwesterly of (when measured radially to) the center line of the S. P. Railroad Company track at Station 651+68.59, said point also being 116.43 feet South and 3435.24 feet West of the Northeast corner of said Section 21; thence Northeasterly parallel to and 16 feet Northwesterly of said track center line to a point which is 16 feet Northwesterly of (when measured radially to) said center line at Station 655+60; thence Northwesterly radially to said center line at Station 655+60, a distance of 34 feet; thence Northeasterly parallel to and 50 feet Northwesterly of said center line to a point which is 50 feet Northwesterly of (when measured radially to) said center line at Station 656+51.51; thence North 76° 56' East, 297.75 feet to a point which is 12 feet Southeasterly of (when measured radially to) said center line at Station 659+40.84; thence Southwesterly parallel to said center line to a point which is 12 feet Southeasterly of (when measured radially to) said center line at Station 657+00; thence Southeasterly radially to said center line 38 feet; thence Southwesterly parallel to said center line to a point on the North line of said Section 21, said point also being 50 feet Southeasterly of (when measured radially to) said center line at Station 656+72.48; thence South 88° 03' 49" East, along the North line of said Section 21, a distance of 104.23 feet; to a point 100 feet Southeasterly of (when measured radially to) said center line at Station 657+66.62; thence Southwesterly parallel to said center line, to a point which is 100 feet Southeasterly of (when measured radially to) said center line at Station 654+57.82; thence South 76° 56' West, 307.33 feet to the place of beginning.

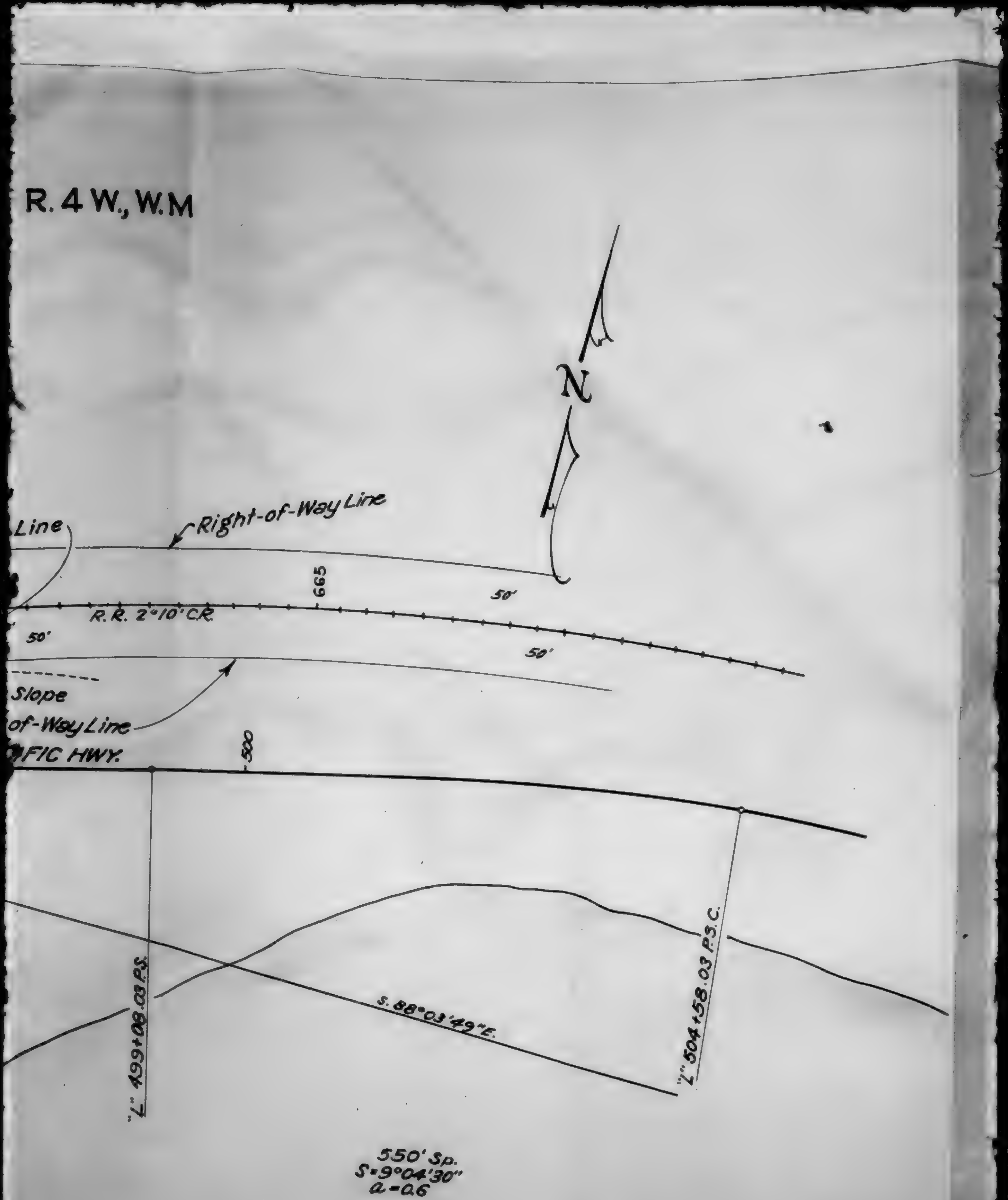
The parcel of land to which this description applies contains 1.16 acres.

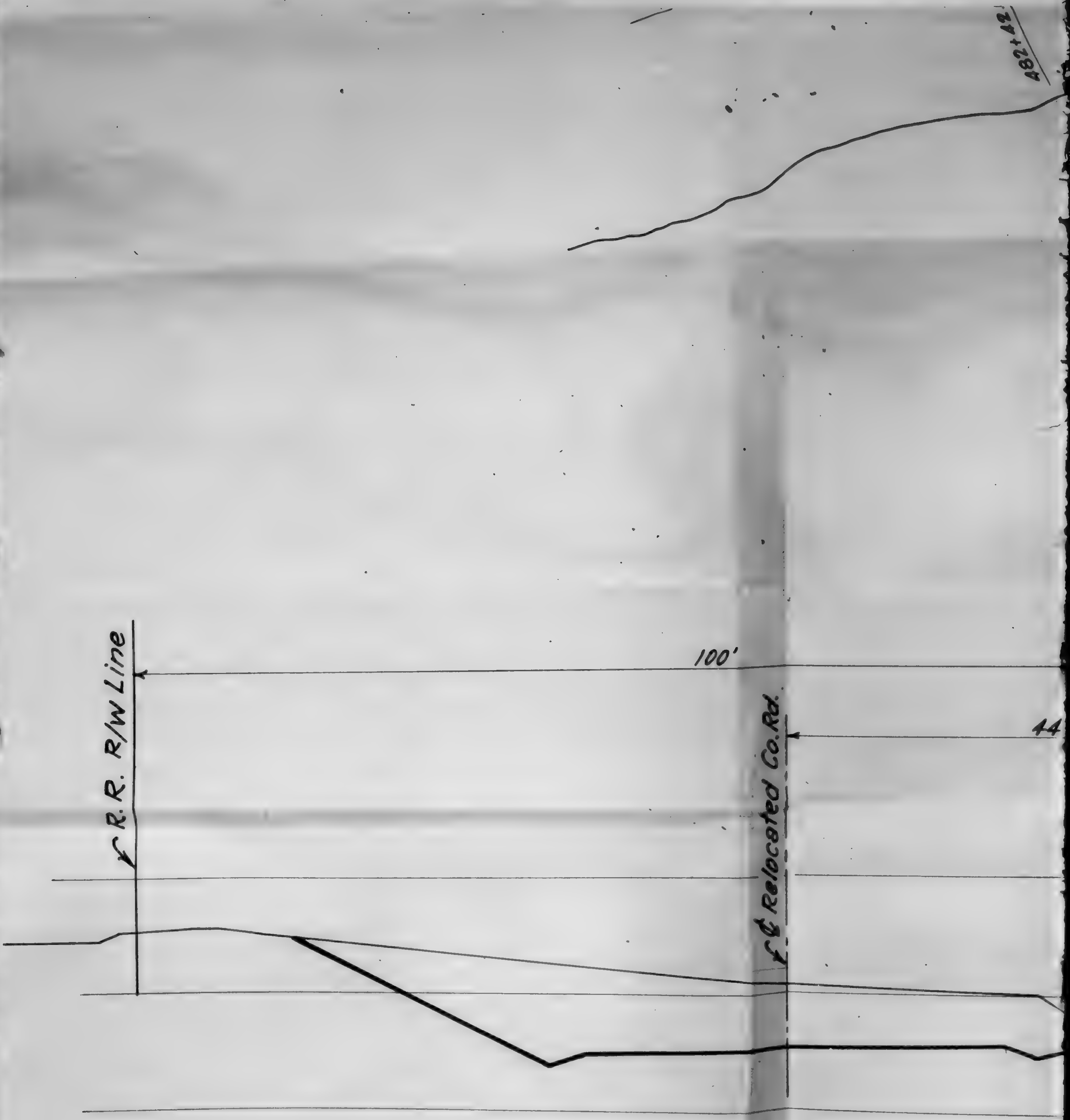
fd/if


486+57.00 P.T.
42 P.C.
Chann
A
4°CL
Δ=4°18'
T. 103.92
480
485
"L" 2°CR
Ta=36°46'
Ts 1152.81
"L" 4.00' SP
S=4°00'
a=0.5
"Z" 482+99.83 P.C.S.
℄ Relocated County Road
Retaining Wall
100'
50'
22'
485
650
Toe of Co. Rd. Slope
Right-of-Way L
30'
16'
30'
647
649
N. 53°19'E.
N. 53°19'E.
Right-of-Way Line
Encroachment Line
50'
50'
645
4°CL
Δ=4°18'
T. 103.92
484+49.52 P.R.C.
"Z" 486+99.83 P.T.
482+42.04 P.C.

T.
490+99.46 P.T.
488+04.42 P.C.
14° CL
Δ= 41°51'
T= 154.03
℄ S.P.R.R. Co
Encroa
B
B
Easement Line
Channel Change
A
A
490
657
12'
+50
660
+50
12'
30'
50'
100'
50'
Retaining Wall
495
℄ Rel
N. 7
490
655
16'
660
100'
100'
100'
100'
100'
50'
16
21
Easement Line
Slope
50'
Access Rd.
of-Way Line
R.R. 652+60 B.C.
"L" 490+65.21 P.O.T.
R.R. 654+75 P.O.C.
North Line D.L.C. #40
ROGUE
RIVER


T. 36 S. R. 4 W., W.M
N
℄ S.P.R.R. Co. Track
Encroachment Line
Right-of-Way Line
660
+50
662
665
72'
30'
30'
50'
50'
50'
50'
R.R. 2°10' C.R.
Toe of Hwy. Slope
Right-of-Way Line
℄ Relocated PACIFIC HWY.
500
N. 76°56'E.
16
21
"L" 499+08.03 P.S.
S. 88°03'49"E.
"L" 504+58.03 P.S.C.
550' Sp.
S=9°04'30"
a=0.6


R. 4 W., W.M
N
Line
Right-of-Way Line
665
50'
R.R. 2°10' C.R.
50'
50'
Slope
of-Way Line
500
AFIC HWY.
"L" 499+08.03 P.S.
S. 88°03'49"E.
"L" 504+58.03 P.S.C.
550' Sp.
S=9°04'30"
a=0.6


482+42
100'
44
R.R. R/W Line
℄ Relocated Co. Rd.

SECTION A-A

Sta. 487+00 = RR. 652+70 ±

482+42
ROGUE

OREGON STATE HIGHWAY COMM

Located Line

ENCROACHMENT C

PACIFIC HIGHW

JOSEPHINE CO. LINE - EVAN

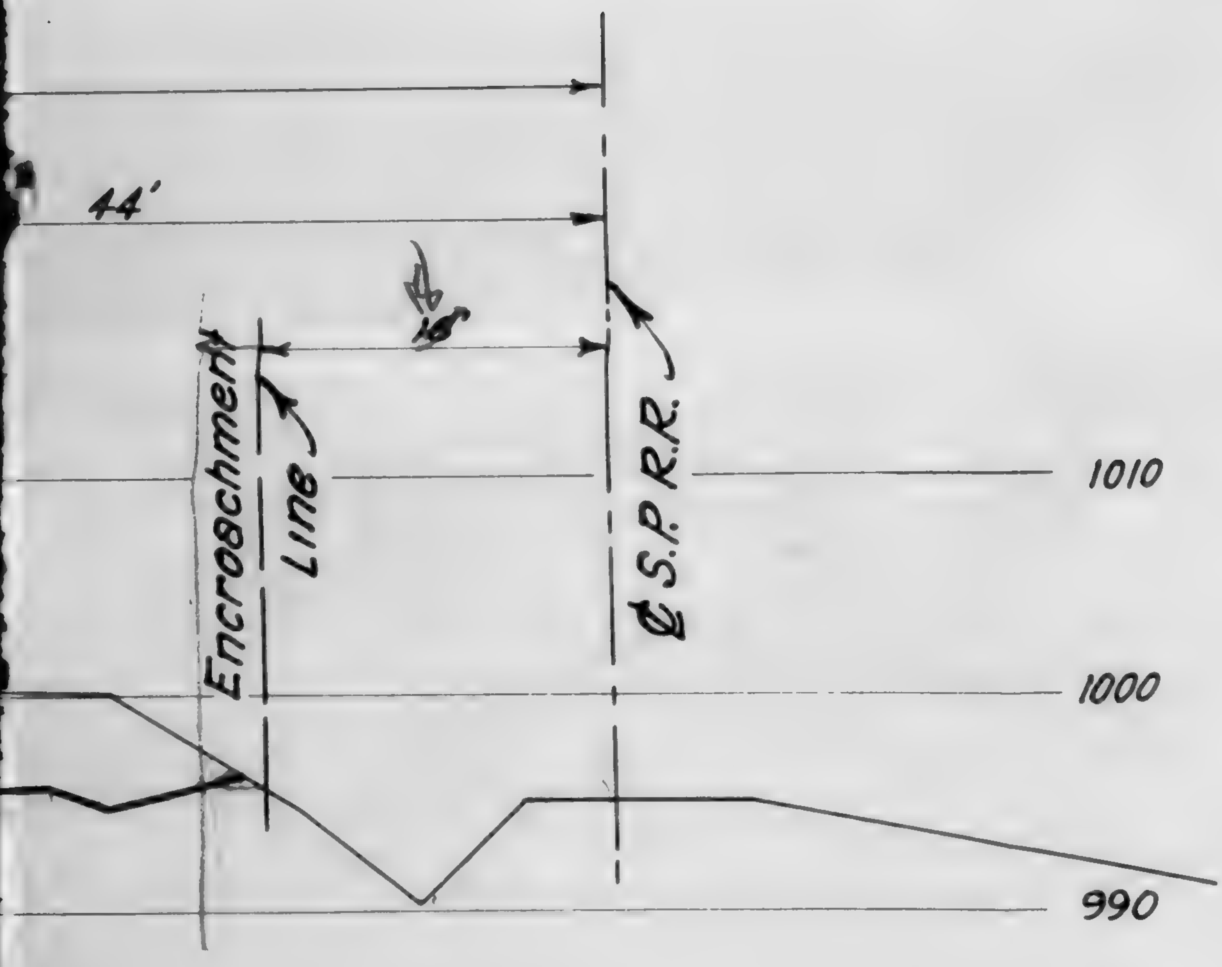
Jackson Count

1" = 100'

Dwg.No. 8B-11-1

R/W Map No. 8 B-6-

R/W File No. 28870


44'
18'
Encroachment
Line
℄ S.P. R.R.
1010
1000
990

-A

+70 ±

Y COMMISSION

Line

NT ON S.P.R.R.CO.

HIGHWAY

- EVANS CR. SEC.

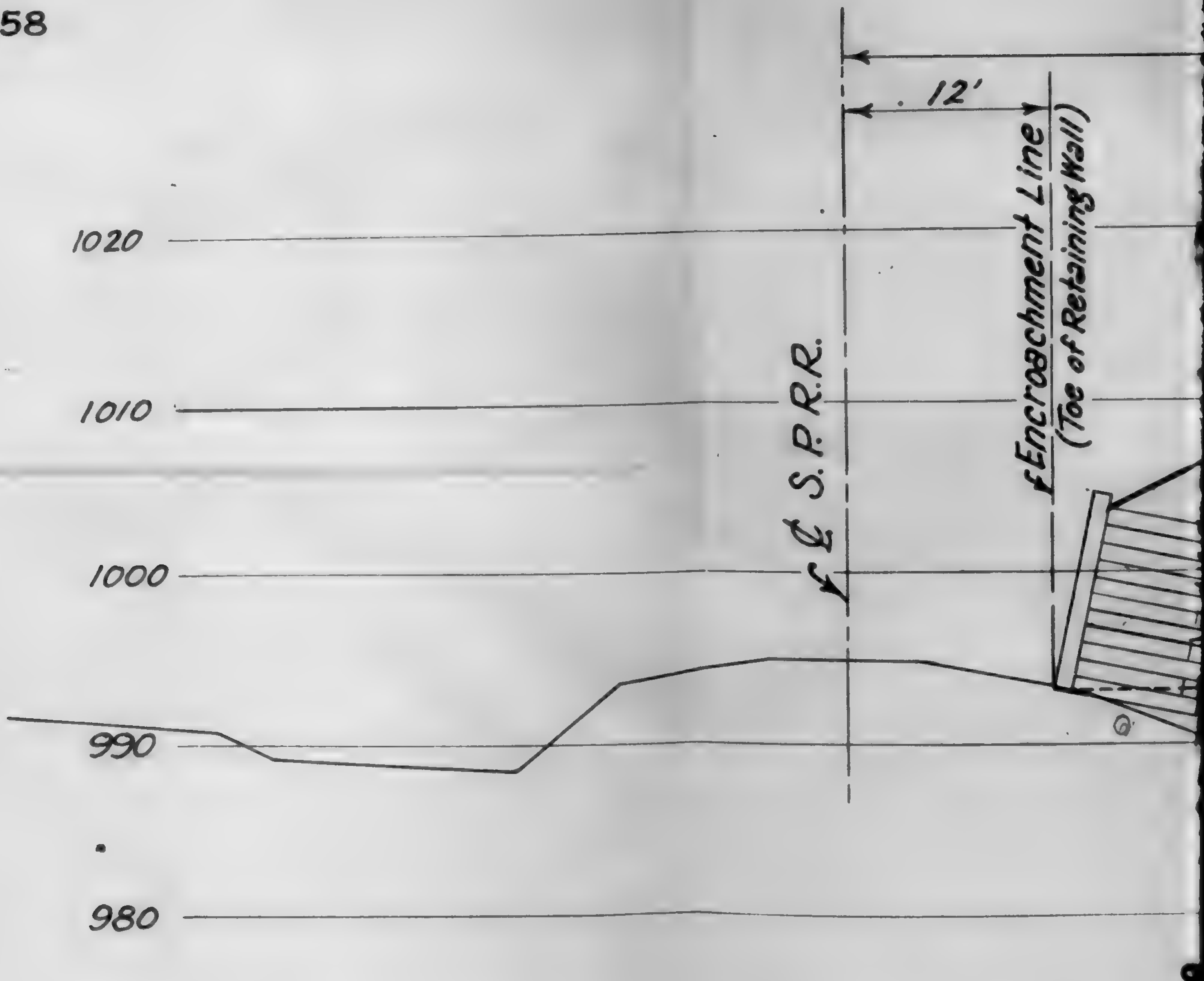
County

Sept.1958

B-11-1

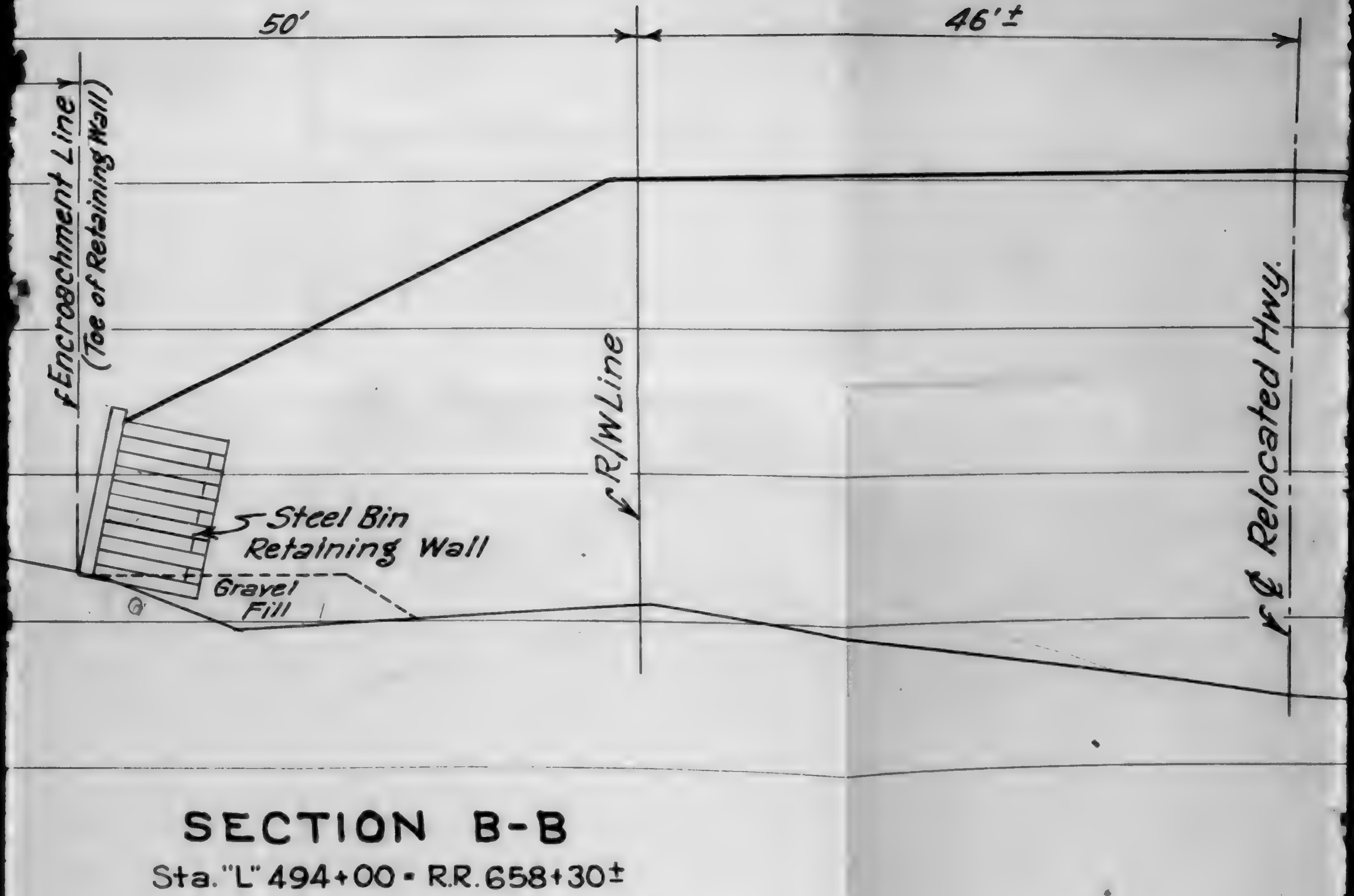
8B-6-3

28870


12'
Encroachment Line
(Toe of Retaining Wall)
℄ S.P.R.R.
1020
1010
1000
990
980

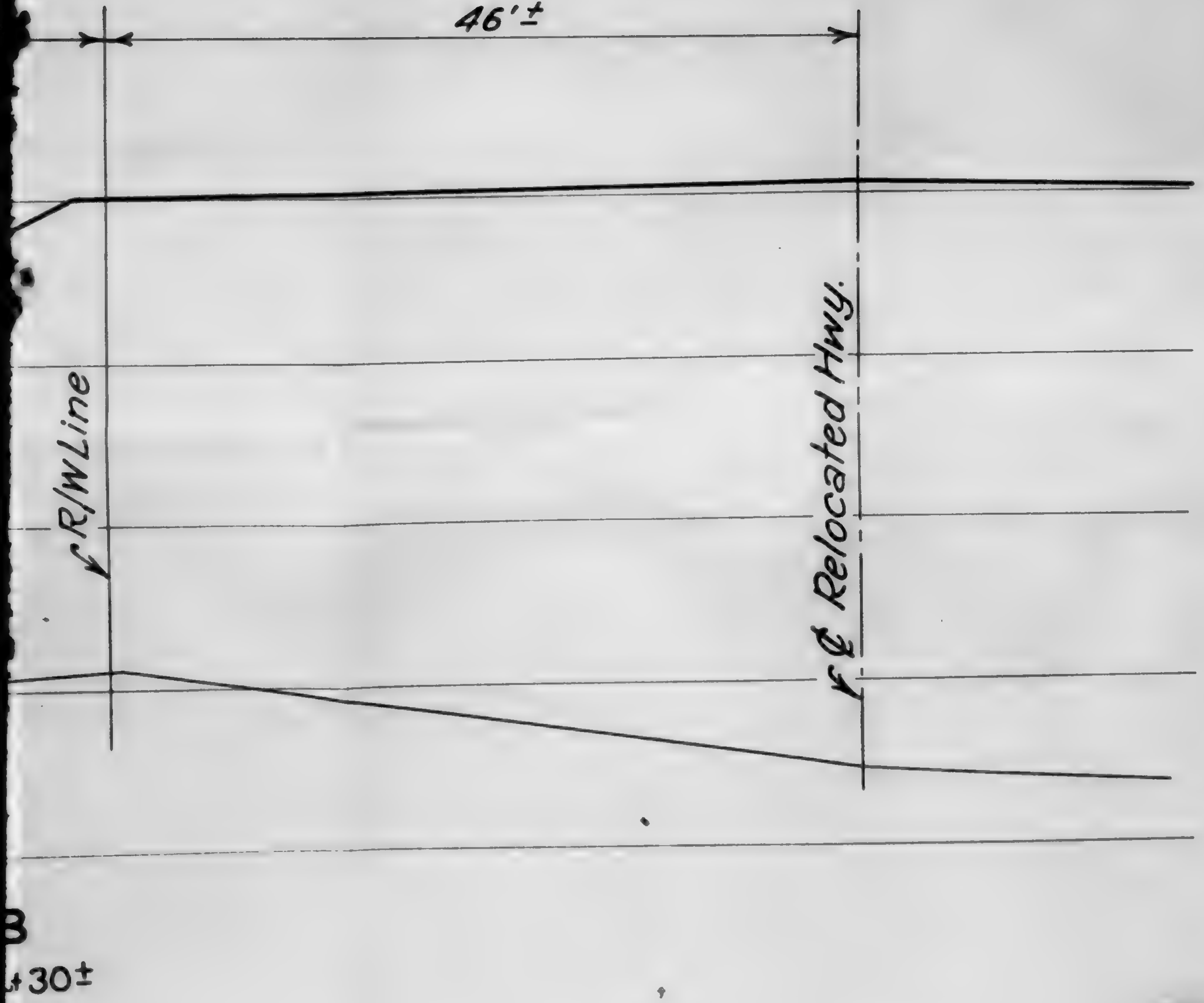
S

Sta


50'
46'±
℄ Encroachment Line
(Toe of Retaining Wall)
Steel Bin
Retaining Wall
Gravel
Fill
℄ R/W Line
℄ Relocated Hwy.

SECTION B-B

Sta. "L" 494+00 = R.R. 658+30±


46'±
R/W Line
℄ Relocated Hwy.
B
+30±

8B-11-1

F-64(3) Pioneer Cr.-Service Cr. Sec. 1958
of John Day Hwy. (Grad. &
#5394 Oiling)

RECEIVED
[illegible]
FOR FILING
7_64 (3)
5394

January 12, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received a letter dated January 11 from Concrete Conduit Co., Division of American-Marietta Company, informing us that their claim in the amount of $8,949.62, which was filed against the bond on the Earl L. McNutt Co. Contract No. 5394, has been paid in full.

A description of this claim was outlined in our letter to you of January 10.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

RECEIVED
N 13 1961
FOR FILING
[illegible]
5394

January 12, 1961

Concrete Conduit Co.,
Division of American-Marietta Company
3841 N. Columbia Blvd.
Portland 17, Oregon

Attention: Mr. Ray Town, Sr.
Sales Manager

Gentlemen:

Thank you for your letter of January 11 informing us that your claim in the amount of $8,949.62 has been paid in full. This claim was filed against the bond of Earl L. McNutt Company on State Highway Contract No. 5394 for grading and oiling the Pioneer Creek-Service Creek Section on the John Day Highway in Wheeler County.

This information will be noted in our records and we will advise the surety and the contractor of your release of the claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

CONCRETE CONDUIT CO.
DIVISION OF AMERICAN-MARIETTA COMPANY
3841 NORTH COLUMBIA BOULEVARD
PORTLAND 17, OREGON
BUTLER 9-5551

January 11, 1961

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Query:

As per our phone conversation of January 11, 1961, we are releasing our claim against the bond on the Earl L. McNutt job #5394, Pioneer Creek - Service Creek Section of the John Day Highway in Wheeler County. Our claim was for $8,949.62; same has been paid in full.

Thanking you for your cooperation, we remain -

Very truly yours,

CONCRETE CONDUIT CO.
Division of AMERICAN-MARIETTA COMPANY

Ray Town Sr.

Ray Town, Sr.
Sales Manager

RT, Sr:nlc

NOTED
FLOYD QUERY

[illegible]

NOTED
C. W. HEAD

RECEIVED
JAN 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1961
FOR FILING
1-11-61

5394

January 10, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $8949.62 which has been filed with the Secretary of State (his File No. 3753) by Concrete Conduit Co., Division of American-Marietta Company, Portland, for guardrail materials furnished to Vern Hoaglin, subcontractor to Earl L. McNutt, prime contractor.

This appears to be in connection with State Highway Contract No. 5394 with Earl L. McNutt Co. for grading and oiling the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

NOTED ON CARD

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 9, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of this date, a notice of claim by Concrete Conduit Co. Division of American-Marietta Company for materials, namely: Guard rail materials, furnished by it to Vern Hoaglin, subcontractor and Earl L. McNutt, prime contractor, in the sum of $8,949.62 against the bond taken from the said Earl L. McNutt, contractor, principal and United Pacific Insurance Company, surety for the above materials for work on Pioneer Creek-Service Creek section of John Day Highway, Wheeler County, Oregon. State Highway Contract No. 5394.

We are ecnlosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

NOTICE OF CLAIM

To: C. H. Maison, Auditor of the State Highway Commission
State Highway Building
Salem, Oregon

Notice is hereby given that Concrete Conduit Co. Division of American-Marietta Company has a claim for materials, namely:

Guard rail materials

furnished by it to Vern Hoaglin, subcontractor, and Earl L. McNutt, prime contractor, said claim being in the sum of Eight Thousand Nine Hundred Forty-Nine and 62/100 Dollars ($8,949.62), and being against the bond taken from the said Earl L. McNutt, contractor, as principal, and United Pacific Insurance Company, as surety, for Oregon State Highway Commission Job No. 5394, Pioneer Creek-Service Creek section of John Day Highway, Wheeler County, Oregon

The above materials were furnished to the said Vern Hoaglin and to the said Earl L. McNutt for the above-described work, and the above sum is due and unpaid.

The above-described work was accepted not more than six months prior to the date of this notice.

Date this 6th day of December, 1960.

File #3753

FILED
JAN 9 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

CONCRETE CONDUIT CO.
Division of AMERICAN-MARIETTA COMPANY

By Ray Toun Sr.

RECEIVED
JAN 9 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN - 9 1961
FOR FILING

1-64(3)

5394

January 6, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated December 6, 1960, has been received from Concrete Conduit Co., Division of American-Marietta Company, Portland, advising that Vern Hoaglin, subcontractor, and Earl L. McNutt, prime contractor, owe them for guardrail materials in the amount of $8,949.62.

This appears to be in connection with State Highway Contract No. 5394 with Earl L. McNutt Co., prime contractor, for grading and oiling the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

This claim was forwarded to us by certified mail, Portland cancellation date of January 4, 1961, and was received in our office on January 5, 1961. It is being forwarded today to the Secretary of State for filing.

Attached is a copy of the claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
dc

RECEIVED
JAN - 9 1961

FOR FILING
1 64 (2)

5394

January 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $8,949.62, received from Concrete Conduit Co., Division of American-Marietta Company, Portland, for guardrail materials furnished to Vern Hoaglin, subcontractor, and Earl L. McNutt, prime contractor. This appears to be in connection with State Highway Contract No. 5394 with Earl L. McNutt Co. for grading and oiling the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

Kindly acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

H

RECEIVED
JAN - 9 1961
FOR FILING

7 64 (3)
5394

January 6, 1961

Concrete Conduit Co.
Division of American-Marietta Company
3841 N. Columbia Blvd.
Portland 17, Oregon

Gentlemen:

This is to acknowledge receipt of your claim, dated December 6, 1960, addressed to Mr. C. H. Maison, our Auditor. This claim was received by certified mail, Portland cancellation January 4, 1961, and received in our office on January 5, 1961.

Your Notice of Claim states that you furnished guardrail materials to Vern Hoaglin, subcontractor, and Earl L. McNutt, prime contractor, in the amount of $8,949.62. From the description, this appears to be in connection with State Highway Contract No. 5394 with Earl L. McNutt Co., for grading and oiling the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the meantime, we will note this information in our records and advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.

cc Mr. C. H. Maison
CWH:fp

NOTICE OF CLAIM

To: C. H. Maison, Auditor of the State Highway Commission
State Highway Building
Salem, Oregon

Notice is hereby given that Concrete Conduit Co. Division of American-Marietta Company has a claim for materials, namely:

Guard rail materials

furnished by it to Vern Hoaglin, subcontractor, and Earl L. McNutt, prime contractor, said claim being in the sum of Eight Thousand Nine Hundred Forty-Nine and 62/100 Dollars ($8,949.62), and being against the bond taken from the said Earl L. McNutt, contractor, as principal, and United Pacific Insurance Company, as surety, for Oregon State Highway Commission Job No. 5394, Pioneer Creek-Service Creek section of John Day Highway, Wheeler County, Oregon

The above materials were furnished to the said Vern Hoaglin and to the said Earl L. McNutt for the above-described work, and the above sum is due and unpaid.

The above-described work was accepted not more than six months prior to the date of this notice.

Date this 6th day of December, 1960.

CONCRETE CONDUIT CO.
Division of AMERICAN-MARIETTA COMPANY

By

RECEIVED
JAN 5 1961
OREGON
STATE HIGHWAY COMMISSION

Contract 5394 5-20-60 A

Monthly transaction number RECEIVED 1960	-2A U.S. DEPARTMENT OF COMME (5-3 /57) BUREAU OF PUBLIC ROA	ate **Oregon**
Project report number FOR FILING F64 11(3)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Wheeler**
		Project number **F-64(3)**

5394

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **January 20**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **600,833**
Revised Federal funds	$ **369,854**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **May**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By	By **C. G. Polk** Division Engineer
Deputy **State Highway Engineer** (Title)	**By:** R C Wright **R. C. Wright** **Administrative Manager**
By ____________ ____________ (Title)	
By ____________ ____________ (Title)	

USComm-DC 11170

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 12, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed modification of Federal-aid project agreement for the following project:

F-64(3) Pioneer Creek-Service Creek Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Encls.

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Pioneer Creek-Service Creek Section, Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

5394

A

Monthly Transaction No. 1-73	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Wheeler**
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-64(3)**

RECEIVED 1959

FOR FILING

F-64(3)

5394

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

End F-4(3) to Service Creek
(Butte Creek Summit-Service Creek Section), on State Highway # 5

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	2-7-58	-----
Rights-of-Way		
Construction	10-28-58	7.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 397,828.00	Federal funds $ 369,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 20, 1959**

USComm-DC 40257

January 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Pioneer Creek-Service Creek Section, Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmr

January 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Pioneer Creek-Service Creek Section, Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. F-64(3)

PIONEER CREEK-SERVICE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 15,000.00

Type Code 5231
Roadway (Sta. 990+00 thru Equa. 1403+27.80 = Sta. 3+90.20 to Sta. 8+70.20)
(Contract No. 5394)

Clearing and Grubbing	All Required		$ 26,000.00
Drainage Excavation, Unclassified	2,700 Cu. Yds.	$ 2.00	5,400.00
General Excavation, Unclassified	427,800 Cu. Yds.	0.47	201,066.00
Short Overhaul	818,000 Yd. Sta.	0.008	6,544.00
Long Overhaul	14,600 C-Yd-Sta.	0.40	5,840.00
Finishing Roadbed and Slopes	7.94 Miles	500.00	3,970.00
Rounding Cutbanks	23,000 Lin. Ft.	0.15	3,450.00
12-Inch Corrugated Metal Pipe	440 Lin. Ft.	3.15	1,386.00
18-Inch Corrugated Metal Pipe	1,700 Lin. Ft.	4.50	7,650.00
24-Inch Corrugated Metal Pipe	700 Lin. Ft.	7.00	4,900.00
36-Inch Corrugated Metal Pipe	460 Lin. Ft.	12.50	5,750.00
60-Inch Corrugated Metal Pipe	60 Lin. Ft.	28.85	1,731.00
78-Inch Corrugated Metal Pipe Uncoated	70 Lin. Ft.	41.60	2,912.00
18-Inch Half-Circle Corrugated Metal Pipe	300 Lin. Ft.	3.10	930.00
43-Inch Arch Type Corrugated Metal Pipe	60 Lin. Ft.	13.70	822.00
58-Inch Arch Type Corrugated Metal Pipe	110 Lin. Ft.	22.50	2,475.00
18-Inch Corrugated Metal Siphon Pipe	60 Lin. Ft.	8.00	480.00
Concrete End Basins	8 Cu. Yds.	100.00	800.00
Salvaging Culvert Pipe	1,050 Lin. Ft.	3.00	3,150.00
6-Inch Perforated Metal Drain Pipe	420 Lin. Ft.	2.00	840.00
Special Backfill in Drains	60 Cu. Yds.	8.00	480.00
36-Inch Culvert End Sections	4 Only	137.50	550.00
43-Inch Arch Type Culvert End Sections	1 Only	111.50	111.50

58-Inch Arch Type Culvert End Sections	1 Only	$175.00	$ 175.00
36-Inch Elliptical Inlets	1 Only	141.50	141.50
Metal Guard Rail	12,900 Lin. Ft.	2.46	31,734.00
Metal Sight Posts, Double Reflector	250 Only	5.00	1,250.00
Coarse Crushed Material in Base	97,300 Tons	1.30	126,490.00
3/4" - 0 Material in Base	14,000 Tons	1.45	20,300.00
Sprinkling	2,550 M-gals.	3.00	7,650.00
Preparation of Base	7.94 Miles	150.00	1,191.00
3/4" - 0 Material in Binder Course	1,260 Tons	2.55	3,213.00
Furnishing and Placing Aggregates	5,360 Tons	2.70	14,472.00
MC-2 Asphalt	150 Tons	47.00	7,050.00
120-150 Asphalt	360 Tons	45.00	16,200.00
RS-1 Asphalt	100 Tons	47.00	4,700.00
			$521,804.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Revise Water System (Private)	All Required		2,500.00
Reconstruct Fish Screens	All Required		250.00
Work by Blue Mountain Telephone, Inc.	All Required		150.00
Work by Columbia Power Electric Coop.	All Required		2,640.00
	Subtotal		$529,844.00
	10% Engr. & Cont.		52,984.40
	Total		$582,828.40

Length of Roadway - - - - - - - - - - 7.941 Miles
Cost of Roadway Per Mile - - - - - - $75,283.76

SUMMARY OF FUNDS

Description			
Preliminary Engineering	$ 15,000.00	$ 9,000.00	$ 6,000.00
Roadway	582,828.40	360,000.00	222,828.40
	$597,828.40	$369,000.00	$228,828.40

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

PIONEER CREEK-SERVICE CREEK SECTION

PROJECT NO. F-64(3)

Estimate of Costs of Work by the Columbia Power Co-op. Ass'n.

Materials		$1,329.83
Labor		1,817.32
Salvage Credit	Cr.	500.00
		$2,647.15
	Use	$2,640.00

Estimated Costs of Work to be Done By The Blue Mountain Telephone Company

Labor		$ 100.00
Equipment		25.00
		$ 125.00
	Use	$ 125.00

Oregon State Highway Department

Federal Aid
Project No. F-64(3)

PIONEER CREEK-SERVICE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1958

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 15,000.00

Type Code 5231
Roadway (Sta. 990+00 thru equa. 1403+27.80-3+90.20 to Sta. 8+70.20)

Clearing and Grubbing	All	Required	$	$ 30,000.00
Drainage Excavation, Unclassified	2,700	cu. yds.	3.00	8,100.00
General Excavation, Unclassified	427,800	cu. yds.	0.45	192,510.00
Short Overhaul	818,000	yd. sta.	0.01	8,180.00
Long Overhaul	14,600	C-yd.sta.	0.40	5,840.00
Finishing Roadbed and Slopes	7.94	miles	750.00	5,955.00
Rounding Cutbanks	23,000	lin. ft.	0.20	4,600.00
12-inch Corrugated Metal Pipe	440	lin. ft.	3.75	1,650.00
18-inch Corrugated Metal Pipe	1,700	lin. ft.	5.00	8,500.00
24-inch Corrugated Metal Pipe	700	lin. ft.	7.50	5,250.00
36-inch Corrugated Metal Pipe	460	lin. ft.	14.50	6,670.00
60-inch Corrugated Metal Pipe	60	lin. ft.	32.00	1,920.00
78-inch Corrugated Metal Pipe, Uncoated	70	lin. ft.	46.00	3,220.00
18-inch Half-circle Corrugated Metal Pipe	300	lin. ft.	3.50	1,050.00
43-inch Arch Type Corrugated Metal Pipe	60	lin. ft.	16.50	990.00
58-inch Arch Type Corrugated Metal Pipe	110	lin. ft.	28.00	3,080.00
18-inch Corrugated Metal Siphon Pipe	60	lin. ft.	6.00	360.00
Concrete End Basins	8	cu. yds.	60.00	480.00
Salvaging Culvert Pipe	1,050	lin. ft.	2.50	2,625.00
6-inch Perforated Metal Drain Pipe	420	lin. ft.	2.00	840.00
Special Backfill in Drains	60	cu. yds.	6.00	360.00
36-inch Culvert End Sections	4	only	130.00	520.00
43-inch Arch Type Culvert End Sections	1	only	150.00	150.00
58-inch Arch Type Culvert End Sections	1	only	175.00	175.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Metal Guard Rail	12,900	lin. ft.	3.00	38,700.00
Metal Sight Posts, Double Reflector	250	only	6.50	1,625.00
Coarse Crushed Material in Base	97,300	tons	1.40	136,220.00
3/4" - 0 Material in Base	14,000	tons	1.50	21,000.00
Sprinkling	2,550	M-gal.	3.00	7,650.00
Preparation of Base	7.94	miles	250.00	1,985.00
3/4" - 0 Material in Binder Course	1,260	tons	2.75	3,465.00
Furnishing and Placing Aggregates	5,360	tons	2.75	14,740.00
MC-2 Asphalt	150	tons	48.00	7,200.00
120-150 Asphalt	360	tons	46.00	16,560.00
RS-1 Asphalt	100	tons	48.00	4,800.00
				$547,120.00

Flagging (57½% of Contractor's Cost)	All Required	$ 2,500.00
Revise Water System (Private)	All Required	2,500.00
Reconstruct Fish Screens	All Required	250.00
Work by Blue Mountain Telephone, Inc.	All Required	200.00
Work by Columbia Power Electric Coop.	All Required	2,500.00
	Subtotal	$555,070.00
	10% Engr. & Cont.	55,507.00
	Total	$610,577.00

Length of Roadway	7.941 Miles
Cost of Roadway per Mile	$76,889.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 9,000.00	$ 6,000.00
Roadway	610,577.00	377,000.00	233,577.00
	$625,577.00	$386,000.00	$239,577.00

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1960
W. C. [illegible]LIAMS

W. [illegible] Williams February 11, 1960 A

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14
OFFICE OF
STATE HIGHWAY ENGINEER

Pioneer Cr. -Service Cr.
Contract No. 5394
F-64(3)

FINAL COST ANALYSIS

Grading & Oiling
Contractor: Earl L. McNutt Co.
Resident Engineer: Keats Oliver

John Day Highway
Prefix 35-1022
Project F-64(3)

Item 5394	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	26,000.00		20,414.93	26,000.00
*Drainage Excavation	4,958.99	Cu. Yd.	2.00	1.79	8,898.90	9,917.98
*General Excavation	397,358.9	Cu. Yd.	0.47	0.50	200,212.34	186,758.68
*Short Overhaul	804,066.1	Yd. Sta.	0.008	0.007	5,985.81	6,432.53
*Long Overhaul	21,502.2	C-Yd. Sta.	0.40	0.38	8,103.05	8,600.88
*Finish R.B. & Slopes q	7.94	Mile	500.00	430.63	3,419.24	3,970.00
*Rounding Cutbanks	19,920	Lin. Ft.	0.15	0.11	2,276.91	2,988.00
*12" C.M.P.	336	Lin. Ft.	3.15	3.07	1,030.33	1,058.40
*18" C.M.P.	2,040	Lin. Ft.	4.50	4.04	8,239.81	9,180.00
*24" C.M.P.	872	Lin. Ft.	7.00	5.74	5,004.83	6,104.00
*36" C.M.P.	438	Lin. Ft.	12.40	10.18	4,459.79	5,475.00
*60" C.M.P.	74	Lin. Ft.	28.85	21.74	1,609.03	2,134.90
*78" C.M.P.	64	Lin. Ft.	41.60	31.60	2,022.54	2,662.40
*18" Half Circle C.M.P.	648	Lin. Ft.	3.10	2.84	1,842.52	2,008.80
*43" Arch Type C.M.P.	50	Lin. Ft.	13.70	11.07	553.58	685.00
*58" Arch Type CM.P.	98	Lin. Ft.	22.50	17.71	1,735.17	2,205.00
*18" Corr. Metal Siphon Pipe	60	Lin. Ft.	8.00	6.85	410.76	480.00
*Concrete End Basins	2.55	Cu. Yd.	100.00	100.00	255.00	255.00
*Salvaging Culvert Pipe	972	Lin. Ft.	3.00	2.24	2,181.50	2,916.00
*6" Perf. Metal Dr. Pipe, Unctd.	470	Lin. Ft.	2.00	1.53	719.32	940.00
*Special Backfill in Drains	156	Cu. Yd.	8.00	4.78	746.26	1,248.00
*36" Culvert End Section	4	Each	137.50	115.95	463.80	550.00
*43" Arch Type Culvert End Sec.	1	Each	111.50	101.75	101.75	111.50

FINAL COST ANALYSIS - Co[illegible]t No. 5394
Pioneer Creek-Service Creek Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*58" Arch Type Culv.End.Sec.	2	Each	175.00	154.03	308.06	350.00
*36" Elliptical Inlet	1	Each	141.50	130.50	130.50	141.50
*Metal Guard Rail	12,825	Lin.Ft.	2.46	2.46	31,549.50	31,549.50
*Metal Sight Posts Dbl.Reflec.	402	Each	5.00	5.00	2,010.00	2,010.00
**Coarse Cr.Mat'l in Base	109,503.7	Ton	1.30	1.23	134,594.60	142,354.81
**3/4"-0 Cr.Mat'l in Base	14,431.5	Ton	1.45	1.32	19,003.25	20,925.68
&*Sprinkling	8,435.15	M-Gal.	3.00	2.16	18,257.51	25,305.45
***Preparation of Base	7.94	Mile	150.00	150.00	1,191.00	1,191.00
&*Mat'l in Binder	1,484.22	Ton	2.55	2.27	3,377.27	3,784.76
&*Furnish & Place Aggre.	5,695.42	Ton	2.70	2.38	13,529.19	15,377.63
***MC-2 Asphalt	147.76	Ton	47.00	47.00	6,944.72	6,944.72
***120-150 Asphalt	346.31	Ton	45.00	45.00	15,583.95	15,583.95
***RS-1 Asphalt	99.73	Ton	47.00	47.00	4,687.31	4,687.31
Purchase Excess:						
**PA#1 1-1/4"-3/4" Aggre.in S.P.	655.42	Cu.Yd.	0.25	1.18	770.40	163.86
**PA#1 3/4"-1/2" Aggre.in S.P.	365.6	Cu.Yd.	1.50	1.18	429.46	548.40
**PA#1 1/2"-1/4" Aggre.in S.P.	268.31	Cu.Yd.	1.50	1.18	315.39	402.47
**PA#1 3/4"-0 Aggre.in S.P.	362.13	Cu.Yd.	1.50	1.18	425.66	543.20
*&**&*** Force Account					5,281.07	5,679.19
					$539,076.01	$560,225.50

	Gross Revenue	Total Cost	Profit	% Profit
*Earl L. McNutt Co.	321,476.26	319,957.26	1,519.00	.5%
**McNutt & Sons	198,515.12	178,884.63	19,630.49	9.9%
***Russell Olson	40,234.12	40,234.12	- -	- -
	$560,225.50	$539,076.01	$21,149.49	3.8%

DETAIL OF COSTS - Contract No. 5394

Earl McNutt Co.

Labor:				
Supervision			$ 13.705.00	
Labor			93,018.52	
Labor Insurance			7,417.28	
Health and Welfare			3,510.09	
Travel Pay			2,733.90	$ 120,384.79
Materials:				
12" C.M.P.	336 Lin. Ft.	@ $1.83	614.88	
12" C.M. Bands	11 Each	@ $1.83	20.13	
18" C.M.P.	2,040 Lin. Ft.	@ $2.54	5,181.60	
18" C.M. Bands	85 Each	@ $2.54	215.90	
24" C.M.P.	872 Lin. Ft.	@ $3.96	3,453.12	
24" C.M. Bands	30 Each	@ $3.96	118.80	
36" C.M.P.	438 Lin. Ft.	@ $7.75	3,394.50	
36" C.M. Bands	18 Each	@ $7.75	139.50	
60" C.M.P.	74 Lin. Ft.	@ $17.23	1,275.02	
60" C.M. Bands	3 Each	@ $34.47	103.41	
78" C.M.P.	64 Lin. Ft.	@ $25.20	1,612.80	
78" C.M. Bands	3 Each	@ $50.40	151.20	
18" C.M. Half Circle Pipe	648 Lin. Ft.	@ $1.52	984.96	
43" C.M. Arch Pipe	50 Lin. Ft.	@ $8.30	415.00	
43" C.M. Arch Bands	3 Each	@ $8.30	24.90	
58" C.M. Arch Pipe	98 Lin. Ft.	@ $14.13	1,384.74	
58" C.M. Arch Bands	5 Each	@ $14.13	70.65	
18" C.M. Siphon Pipe	60 Lin. Ft.	@ $4.13	247.80	
18" C.M. Bands	2 Each	@ $9.32	18.64	
6" Perf. Metal Dr. Pipe	470 Lin. Ft.	@ $0.81	380.70	
6" Perf. Metal Dr. Bands	28 Each	@ $1.02	28.56	
36" Culvert End Section	4 Each	@ $101.15	404.60	
43" Arch Type Metal End Section	1 Each	@ $76.22	76.22	
58" Arch Type Metal End Section	2 Each	@ $121.80	243.60	
36" Elliptical Inlet	1 Each	@ $97.25	97.25	20,658.48
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental			112,043.40	
Gas, Oil and Grease			15,549.25	
Bond			2,440.90	
P.U.C.			115.25	
P.L. and P.D. Insurance			1,334.04	
Small Tools and Misc. Supplies			1,275.70	
Move In, Freight and Cartage			2,366.95	
Explosives			2,989.63	
Amt. Paid Vern Hoaglin for installing Guard Rail & Sight Posts			33,559.50	
Amt. Paid Russell Olsen for Oiling Work			40,234.12	
Home Office and General Overhead			7,239.37	219,148.11
		TOTAL COST		$ 360,191.38

DETAIL OF COST - Contract No. 5394

McNutt & Sons

Labor:		
Labor	$ 62,154.57	
Labor Insurance	4,319.74	
Health and Welfare	1,852.21	
Travel Pay	1,584.94	$ 69,911.46
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	66,961.40	
Equipment Rental, Hired Fully Operated	11,091.64	
Gas, Oil and Grease	10,043.91	
P.U.C.	210.40	
P.L. and P.D. Insurance	776.93	
Small Tools and Misc. Supplies	1,275.20	
Move In, Freight and Cartage	4,156.90	
Amount Paid Harding Blasting Co, m for Drilling & Shooting Quarry	10,000.00	
Home Office and General Overhead	4,456.79	108,973.17
TOTAL COST		$ 178,884.63

Remarks - Contract No. 5394

This was a "Federal Aid Primary Project" calling for grading and oiling of 7.94 miles of highway roadbed on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

The project was bid November 12, 1958, awarded December 24, 1958. Work started December 4, 1958 and the project was completed September 11, 1959.

The contractor moved in one D-8 cat, one D-6 cat with clearing dozers, and a crew of six men on December 4, 1958 and started clearing. Also two 600 c.f. compressors, one air-trac drill, and one wagon drill with three men started drilling rock that was located in the channel change. The clearing consisted of a few large Pine trees, numerous smaller trees and dense brush. Considerable time was required to do the clearing. A good profit was realized on this item.

The excavation consisted of solid rock, wet clay material and a sandy common material. There was a large quantity of channel change which was removed as General Excavation, most of which was moved with D-8 cats and scrapers, the balance being taken out with a 2-1/2 cubic yard shovel and three Euclid trucks. The majority of the excavation was moved with three D-8 cats and scrapers, one D-9 push cat, one D-8 cat and dozer on the fill, one D-8 cat and ripper, and one D-8 cat and dozer pioneering roads. The rock and clay excavation was moved with one 2-1/2 cubic yard shovel and three Euclid trucks. The excavation in the clay progressed rather slowly. One 3/4-cubic yard shovel, one front end loader and a crew of four men installed the culvert pipe making good progress and realizing a profit.

The subcontractor, McNutt & Sons, moved in their rock crushing plant at the designated quarry site adjacent to the highway at Station 1251+50, after the quarry was drilled and blasted by the Harding Blasting Company. It required approximately one month to erect the crushing plant. Crushing operations started June 5, 1959 making good progress. A total of 131,115 tons of rock was crushed in 476 hours for an average of 275 tons per hour which was very good production/ The rock was hauled to the road with four trains and three hired trucks and processed with two blades, one rubber-tired roller, one three-wheel roller and one water truck. Good progress was made on the crushed rock as well as a good profit.

The oiling work was done by Russell Olson Construction Company at bid prices. Good progress was made on the oiling work. No oiling costs were available due to the records having been lost in the building which was destroyed by fire at Pendleton in January.

Remarks Cont'd - Contract No. 5394

The guard rail and sight posts were installed by Vern Hoaglin at bid prices. Slow progress was made on this work.

The contractor had good bid prices, good equipments and good supervision realizing a small profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JAN 29 1960
FOR FILING

F64(2)

5394

January 28, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5394, for grading and oiling the Pioneer Creek-Service Creek Section of John Day Highway, Wheeler County, was completed on September 11, 1959 but has not yet been accepted by the Commission.

Final payment in the amount of $16,969.24 will be released to the contractor after acceptance by the Commission. The total contract amount is $560,225.50 of which amount $5,679.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

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RECEIVED
OCT 28 1959
FOR FILES

F4(2)

5394

October 27, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L. McNutt Co., on contract #5394 for grading-oiling the Pioneer Creek-Service Creek Section of John Day Highway in Wheeler County.

This payment, in the amount of $23,748.79 will be released to contractor on or after November 6, 1959. The retained percentage is $16,801.74.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Form E-1—(Rev.)—

F-64(3)
5394

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 23, 1959

Section Pioneer Creek - Service Creek

Kind of work Grading and Oiling

Highway John Day County Wheeler

Section prefix 35-1022

Contractor Earl L. McNutt

Contract number 5394

Date of contract December 24, 1958

Specified work days 125

Date work started December 4, 1958

Work days used 125

Project authorization $596,085.75

Exclusive of engineering $553,697.43

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $563,649.26

Estimated per cent overrun or underrun -0.1%

Per cent of contract completed, based on estimated cost 100%

Engineering authorization $42,388.52

Engineering cost to date $31,100, 73%

Date project was completed September 11, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Setting right of way points and posts, should complete next week.

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1959
NOTED CE ACE ACE COE

Signed Keats Oliver

Address Keats Oliver, Box 344, Fossil

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.94	7.94		7.94	
Miles partially completed					
Miles completed	7.94	7.94		7.94	
Total estimated quantities (contract)	427,800 Yd.	111,300 Ton		610 Ton	
Total quantities corrected to date	397,360	123,935		594	
Estimated quantities moved or placed to date	397,360	123,935		594	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Rain		
Friday	Fair		
Saturday			

RECEIVED
OCT 23 1959

FOR FILING

F 64-3

5394

October 22, 1959

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is to acknowledge receipt of your letter of October 15 concerning the payment on McNutt & Sons, Inc., Contract No. 5394 as of July 31, 1959.

We have checked with our Office Engineering Division and they have informed us that as of August 5, 1959, the total amount earned on this project was $410,940.98. The amount retained was $26,090.20. The amount of $89,708 was the total amount paid for Estimate No. 7.

We hope the above information will assist you in checking the contractor's financial statement. If we may be of further service, please call on us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

October 15, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: C. W. Head

Re: McNutt & Sons, Inc.
Springfield, Oregon
Contract No. 5394

Gentlemen:

Jerry Apple

Recently, in reply to our inquiry regarding amounts owing to the above contractor, you advised us that as of July 31, 1959, estimates had been earned in the amount of $89,708 and retainage had been withheld in the amount of $26,090.20 on the Pioneer Service Creek Job. The contractor's July 31 financial statement, however, shows an estimate which is considerably less than that which you advised us, and he shows retainage at $7,375.70 rather than $26,000 as reported by your office.

When convenient will you kindly recheck this file to determine if possible the reasons for this discrepancy. Any assistance you can give us will be appreciated.

Yours very truly

S. W. Tanner

S. W. Tanner
Bond Department

As of Aug. 5th 1959
Amt. earned $410,940.78
Amt. retained 26,090.20
Est. #7 —— 89,708.00

SWT:lu

RECEIVED
OCT 16 1959
SALEM, OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

A

RECEIVED
SEP 17 1959
FOR FILING

F64(3)

5394

September 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed September 11, 1959, on Contract No. 5394, Pioneer Creek-Service Creek Section, Wheeler County, in connection with Federal Aid Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

FORM E-123-X

RECEIVED
JUL [illegible]
FOR FILING
F64(5)
5394

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 30, 1959

Mr. Jack O. Sweek
Assistant Manager
Columbia Power Co-op Association
Monument, Oregon

Pioneer Creek-Service Creek
Section-John Day Highway,
Wheeler County

Dear Mr. Sweek:

Your letter of July 24, 1959, relative to the overhead construction cost on the subject power line adjustment has been received.

A letter to your Co-op, dated November 25, 1958, over the signature of our Assistant Counsel, J. W. DeSouza, stated that it would be the obligation of the State Highway Commission to reimburse you for the proper and reasonable costs for these power line adjustments under the Bureau of Public Roads policy and Procedure Memorandum 30-4, therefore, this billing will be audited by the Bureau in accordance with PPM 30-4.

Since the Highway Commission will be cited for any item paid that does not comply with PPM 30-4, and even though your overhead costs have been as high as 204 per cent on some of your jobs, we have no alternative except to withhold payment of the $1,484.27 overhead charge subject to completion of the Bureau audit. Final payment will be made as per audit findings in accordance with paragraph 10b (4) of PPM 30-4.

The Bureau plans to make this audit within the next thirty days.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

C. H. Maison
Auditor

CHM:ch

cc: Tom Edwards
R. L. Porter
Keats Oliver
General Files

RECEIVED
FORM E-123-X
JUL 10 1959
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-24(3)

5394

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 9, 1959

Mr. Jack O. Sweek
Assistant Manager
Columbia Power Co-op Association
Monument, Oregon

Pioneer Creek-Service Creek
Section-John Day Highway,
Wheeler County

Dear Mr. Sweek:

Your revised billing on the subject power line adjustment in the amount of $3,319.14 has been received.

The billing form is satisfactory in that you itemized your labor, material, mileage and salvage credit; however, your item of overhead in the amount of $1,484.27 representing 150% of your labor charge, appears to be unrealistic.

This billing will be audited by the Bureau of Public Roads in accordance with PPM 30-4, and the Highway Department will be cited for any irregularities when claiming federal participation. Paragraph 10b (1) of PPM 30-4 (overhead construction costs) read as follows: "So that each job or unit shall bear its equitable proportion of such costs all overhead construction costs not chargeable directly to construction accounts, such as general engineering and supervision, general office salaries and expenses, construction engineering and supervision by others than the accounting utility, legal expenses, insurance, relief and pensions and taxes shall be charged to particular jobs or units on the basis of the amount of such overheads reasonably applicable thereto. The instructions contained herein shall not be interpreted as permitting the addition to utility accounts of arbitrary percentages or amounts to cover assumed overhead costs, but as requiring the assignment to particular jobs and accounts of actual and reasonable overhead costs."

The overhead costs to a project performed for a highway relocation should be a normal charge for the utility and should be supported by records which indicate total amount, rate and allocation basis of each addition.

Before this billing can be processed for payment it will be necessary that you furnish a detailed breakdown for this $1,484.27 charge for overhead indicating what items make up this charge.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

C. H. Maison
Auditor

cc: Tom Edwards
R. L. Porter
Keats Oliver
General Files

RECEIVED
MAR 30 1959
FOR FILING
F-64 (3)
[illegible]

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering pipe line for domestic water supply on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Contract No. 5394, in connection with Federal Aid Project No. F-64(3).

The existing pipe supplying water to the Service Creek store will be inaccessible for repair or service when the new grade is constructed. It is necessary that the adjustment be made to continue water supply to the store.

The owners have not been paid for this work and there will be no additional benefit to them.

This work is included in items noted as extra work on page 27 of the Special Provisions of the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
MAR 25 1959
FOR FILING

F-64(3)

[illegible]

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering repair of a private water line on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Contract No. 5394, in connection with Federal Aid Project No. F-64(3).

A private water line that crosses the new grade at Station 1284 was broken during the clearing and grading operations. This water line was not shown on the plans and the contractor had no knowledge of its existence until a dozer hooked the line and broke it during normal grading operations.

Very truly yours,

DBP:mfh

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
MAR [illegible] 1959
FOR FILING

F-64(3)

[illegible]

A

March 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering moving a fish screen on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Contract No. 5394, in connection with Federal Aid Project No. F-64(3).

It is necessary to move the fish screen at Station 1375+00 to clear for construction and relocate it at Station 1382+50. This work is noted in the Special Provisions of the contract as an extra work item.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
FEB 21 1959
FOR FILING

F (4(3)

5374

February 20, 1959

1132

Mr. A. V. Meyers
Lands Administrator
Oregon State Game Commission
P. O. Box 4136
Portland 8, Oregon

Dear Sir:

Reference is made to your proposal of February 4 regarding the fish screens along our Pioneer Creek-Service Creek Section of the John Day Highway.

We believe your suggestion is very good and we will proceed with the replacement of Screen No. 6-276 in accordance with project plans for this job. We will omit work on Screens No. 6-275 and No. 6-281 until further determination can be made as to how satisfactorily the existing installations will work.

I would like to solicit your continued attention to this matter to the end that a decision be reached on locations 275 and 281 before the expiration of our contract. This will permit any corrections to be made with funds currently set up for the project. We anticipate at this time that work will be completed in the early fall of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parson

J. H. VAN WINKLE, CHAIRMAN, OREGON CITY
KENNETH G. DENMAN, MEDFORD
RALPH T. RENNER, LAKEVIEW
MAX WILSON, JOSEPH
ROLLIN E. BOWLES, PORTLAND

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

Service Cr. - [illegible] Co.
5304

February 4, 1959

REFERRED TO
Cooper
By State Highway Engineer
Prepare reply

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Reference is made to your road relocation project in Grant County along Service Creek from Service Creek Station running north about nine miles.

Through this nine-mile stretch the Oregon State Game Commission has three fish screen installations on water diversions to prevent game fish from leaving the river through the irrigation systems and thereby being lost.

Our local field man, Mr. Bryce Powell, accompanied your man, Mr. Keats Oliver, on January 26, 1959 on a field inspection of this relocation and their findings are summarized as follows:

1. Of our nine screens in the area, apparently only three will be affected.
2. The three screens affected are described as follows:
    a. Screen No. 6-276 will be completely destroyed and it is our understanding that in your specifications the contractor will replace this screen. This screen is located in the SW¼ of Section 7, Township 9 South, Range 23 East.
    b. Screen No. 6-275 is located in the same quarter as number "a". Mr. Oliver believes the channel change ends right at the screen box so it is questionable as to what effect this will have on the screen operation. Because of the terrain of the stream, currents, and other factors there has not been any fish loss through this screen so it has not been operated for several years. Changing the channel may change the fish habits so it is possible but not probable that this screen will have to be replaced.

c. Screen No. 6-281 located in the S½ of the S½ of Section 25, Township 8 South, Range 22 East. In this case the channel change starts right at the screen box and may take off from six feet to ten feet of the bypass pipe. This may or may not affect the operation of the screen.

I would like to make this suggestion on this matter. The Highway Department replace screen No. 6-276 in accordance with their existing contract plans and omit any work on 275 and 281 until it is determined whether repair or replacement is necessary. Please advise if this proposal is satisfactory.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By A.V. Meyers/cw
A. V. Meyers
Lands Administrator

AVM:cw

c.c. W. H. Brown
Bryce Powell

RECEIVED
FEB 5 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1959
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

F-64(3)

5394

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Jan. 23, 1959

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5394, awarded Dec. 24, 1958, for grading and oiling on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JAN 16 1959
FOR FILING

A

F 64(3)
5394

January 15, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Contract No. 5394, in connection with Federal Aid Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
JAN 12 1959
FOR FILING

F-64(3)

5394

A

January 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Blue Mountain Telephone, Inc. estimate and drawing in connection with adjusting telephone lines between Stations 1130+00 and 1390+00 on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Project No. F-64(3).

Other data in connection with Blue Mountain Telephone, Inc. line revisions on the above section were submitted with our letter of December 1, 1958.

Your approval of the agreement between the State and Blue Mountain Telephone, Inc., and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JAN 7 - 1959
FOR FILING

F-64(3)

5394

January 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Columbia Power Co-op Assn. estimate and drawing in connection with adjusting a power line between Stations 1130+00 and 1390+00 on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Project No. F-64(3).

Other data in connection with Columbia Power Co-op line revisions on the above section were submitted with our letter of November 28, 1958.

Your approval of the agreement between the State and Columbia Power Co-op, and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

A

RECEIVED
JAN 7 - 1959
FOR FILING

F 64(2)

5394

January 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 4, 1958, on Contract No. 5394, Pioneer Creek-Service Creek Section, in Wheeler County, in connection with Federal Aid Project No. F-64(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

RECEIVED
JAN 13 1959
FOR FILING

F-64(3)

5394

December 24, 1958

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 11, 1958, accepted your proposal for grading and oiling on Pioneer Creek-Service Creek Section on the John Day Highway in Wheeler County for them sum of $521,894 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5394.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 24, 1958

Earl L. McNutt Company
351½ E. Broadway
Eugene, Oregon

Contract for grading and oiling on Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County for which you submitted low bid on November 12, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

A

RECEIVED
DEC 26 1958

FOR FILING
F-64(3)

5394

December 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Project F-64(3), to the Earl L. McNutt Co. of Eugene, Oregon, on the basis of the bid of $521,804.00 submitted on November 12, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON

File ✓ F-64(3)
5394

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

December 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project No. F-64(3), Pioneer Creek-Service Creek Section of the John Day Highway, we hereby concur as of this date in award of contract No. 5394 to Earl L. McNutt Co. of Eugene, Oregon, low bidder in the amount of $521,804.00 at the November 12, 1958 bid opening.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
DEC 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 1958
FOR FILING
F-64(3)
OREGON DISTRICT
5394

P

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG
SALEM, OREGON

When replying, refer to:
08-35.5

December 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-64(3), Pioneer
Creek-Service Creek Section of
the John Day Highway - Columbia
Power Co-op. Line Adjustments

Dear Sir:

Authorization is hereby granted to proceed, as of December 2, 1958, with necessary adjustments of the Columbia River Association lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

orig. to Project
copy to Edwards

NOTED
FORREST COOPER

RECEIVED
DEC 8 1958
FOR FILING

F-64(3)

1 OREGON DISTRICT

5394

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM OREGON

When replying, refer to:
08-35.5

December 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-64(3), Pioneer Creek-Service Creek Section of the John Day Highway - Blue Mountain Telephone Line Adjustments

Dear Sir:

Authorization is hereby granted to proceed, as of December 2, 1958, with the necessary adjustments of the Blue Mountain Telephone Line on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

orig. to Probert
copy to Edwards

NOTED
FORREST COOPER

RECEIVED
DEC 2 1958
FOR FILING

F-64(3)

5394

December 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter describing the necessary adjustments of the Blue Mountain Telephone, Inc., lines on the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, Project No. F-64(3), and which also establishes the obligation of the State to reimburse the company.

Your approval of the proposed agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Estimate and sketches to be furnished by the company will be submitted immediately upon request.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

DBP:cr

RECEIVED
OCT 30 1958
FOR FILING

OREGON DISTRICT
F-64 (3)
5394

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

October 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. F-64(3)
Pioneer Creek-Service Creek Section
of the John Day Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Copy to:
[illegible]

[illegible]

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1958
FOR FILING

February 20, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our 1960 program is the Pioneer Park-Service Creek Section of the John Day Highway in Wheeler County. While surveys for the 1960 projects will not be released until the end of this year, it would be advantageous to have the survey approval at this time, with authority to purchase right of way when funds are available, so that preparation of plans and other details could be handled as time permits. It may be possible to find sufficient funds in our current program so that the right-of-way acquisition could be programmed this year.

I am attaching a map on which are shown the line and cross section of the proposed improvement and request approval of the survey, with authority to buy right of way when funds are available.

This matter will be on the agenda for your consideration February 27-28.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1958

SUBJECT: Survey Approval Map
Butte Creek-Service Creek Section
John Day Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Building

I am attaching 8 copies of the survey approval map of the above section for Commission action.

Tom Edwards
Construction Engineer

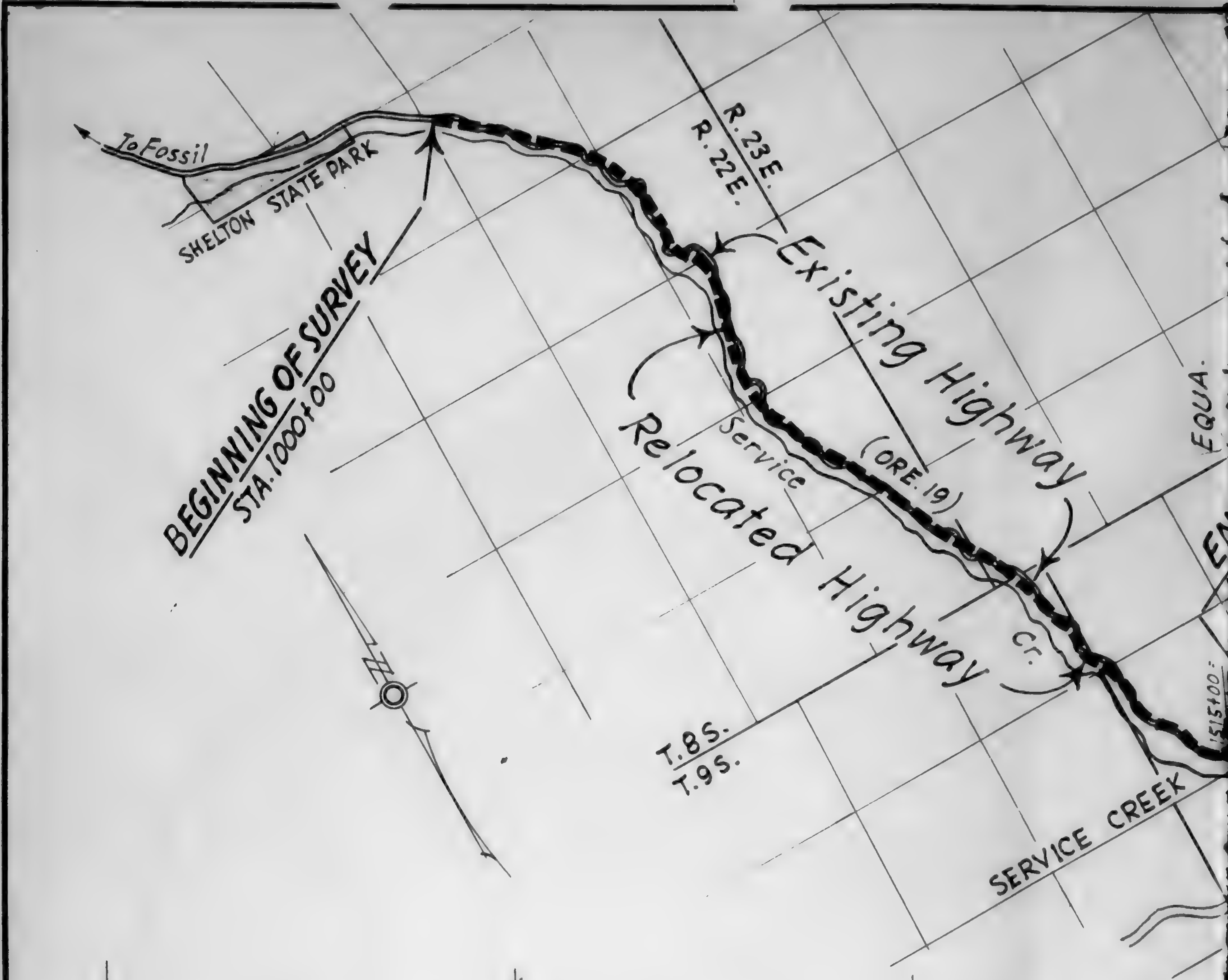
By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

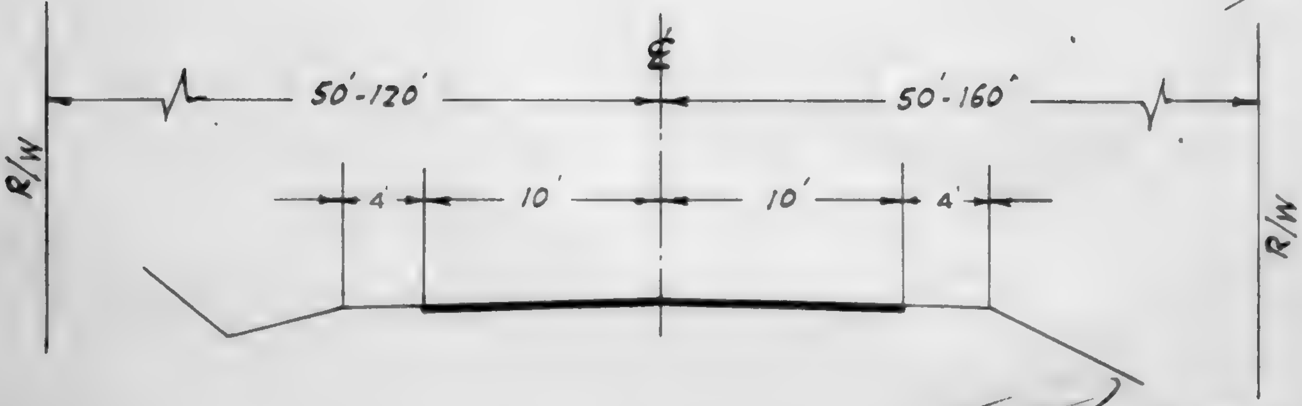
DJB:fp

Attachments.

RECEIVED
FEB 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER



To Fossil
SHELTON STATE PARK
BEGINNING OF SURVEY
STA.1000+00
R.23E.
R.22E.
Existing Highway
Relocated Highway
(ORE.19)
Service
Cr.
EQUA.
1515+00:
T.8S.
T.9S.
SERVICE CREEK



℄
50'-120'
50'-160'
4'
10'
10'
4'
R/W
R/W

OREGO

BUTTE CR

APPROVED

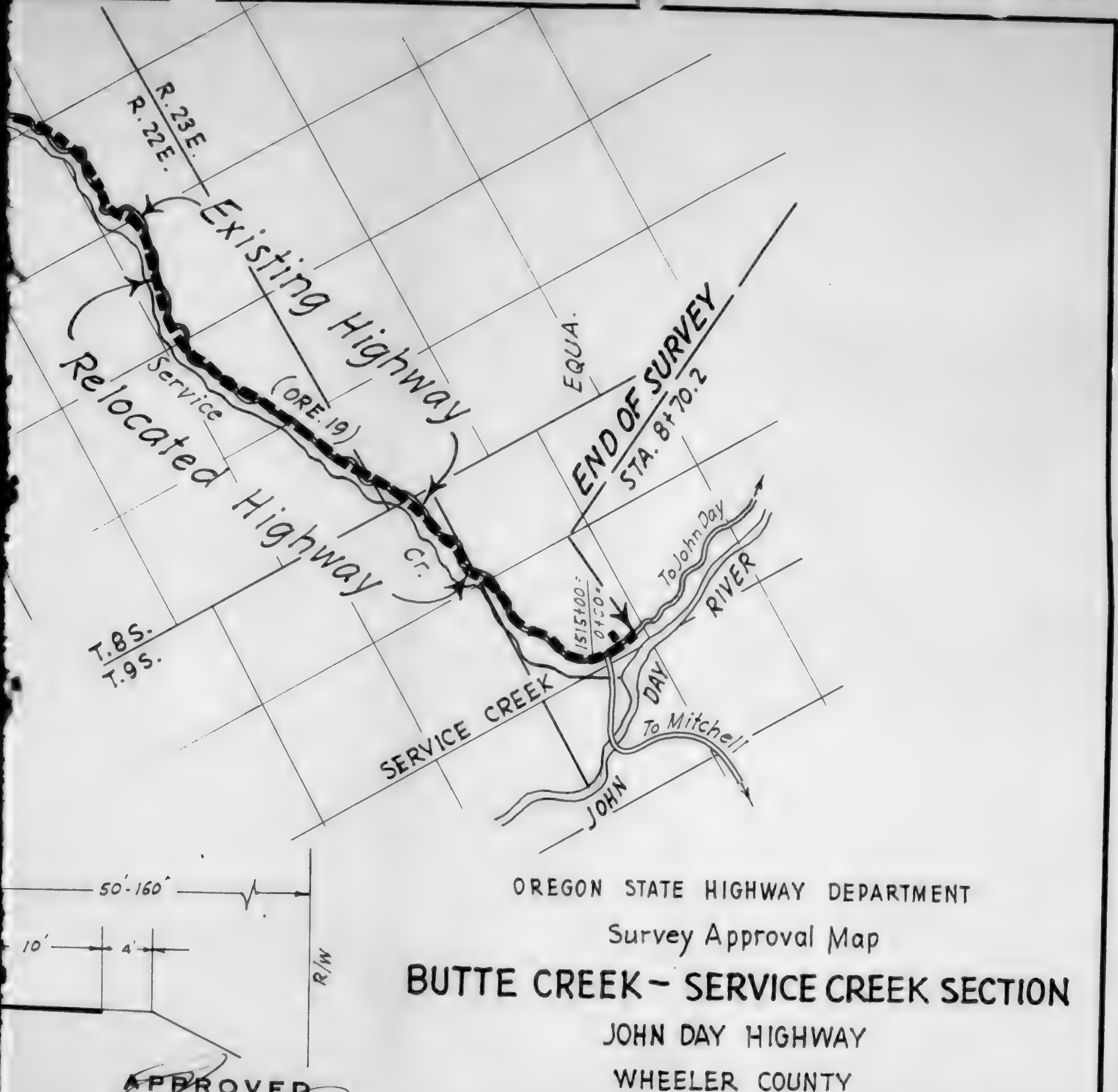
DEPUTY STATE HIGHWAY ENGINEER

Date FEB 1 9 1958

Scale : 1" = 1

For details s

1R-5-1110


R. 23 E.
R. 22 E.
Existing Highway
Relocated Highway
Service
Cr.
(ORE. 19)
EQUA.
END OF SURVEY
STA. 8+70.2
1515+00 =
0+00
To John Day
RIVER
DAY
JOHN
To Mitchell
SERVICE CREEK
T. 8 S.
T. 9 S.
50'-160'
10'
4'
R/W

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BUTTE CREEK – SERVICE CREEK SECTION

JOHN DAY HIGHWAY

WHEELER COUNTY

Scale: 1" = 1 Mi. – DRG. NO. 1R-5-1110 – Feb., 1958

For details see Drgs. 8B-5-26 & 8B-5-27, June, 1957

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date FEB 19 1958

F-205(1C) SPRR and Pelican City 1959
Rd. C'Xing
#5395

Contract 5395

Monthly transaction number RECEIVED 3 1960	For 2A (5-31 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project report number FOR FILING F-205 (10)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Klamath**
		Project number **F-205(10)**

5395

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 13**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **88,980**
Revised Federal funds	$ **54,692**
Other revisions	**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **11** day of **August**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. C. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

August 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modified project agreement, signed by the Highway Commission, for the Klamath Falls Section (Structures), Project No. F-205(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:sw

Enc.

5395 A

Monthly Transaction No. RECEIVED 4-3-1959	rm 2 (5-29-57) U.S. DEPARTMENT OF COMME BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. FOR FILING F-205 (10)	**FEDERAL-AID PROJECT AGREEMENT**	County **Klamath**
		Project No. **F-205(10)**

5395

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Hwy-R.R. O'xing structure near North Urban Bdry., on U.S. 97

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-20-58	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 87,670.00	Federal funds $ 54,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **April 13, 1959**

USComm-DC 11169

When replying, refer to
08-35.5

April 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project:

F-205(10)	Hwy-R.R. O'xing structure near North Urban Bdry., on U.S. 97

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

April 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Klamath Falls Section (Structure), Project No. F-205(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

January 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Klamath Falls Section (Structure), Project No. F-205(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. F-205(10)

KLAMATH FALLS SECTION (STRUCTURE) OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 15, 1959

Type Code X581
S.P.R.R. and Pelican City Road Overcrossing (Sta. 17+52.02 to Sta. 19+81.00) (H. 5395)

Shoring, Cribbing, Etc.	All	Required	$	$ 2,400.00
Structural Excavation	400	cu. yds.	3.00	1,200.00
Excavation Below Elevation Shown	40	cu. yds.	10.00	400.00
Furnish Treated Timber Piling	900	lin. ft.	1.30	1,170.00
Drive Piles	20	only	40.00	800.00
Class "A" Concrete	381	cu. yds.	75.00	28,575.00
Metal Reinforcement	76,100	lbs.	0.13	9,893.00
50-foot Precast Prestressed Concrete Beams	5	only	1,400.00	7,000.00
66-foot Precast Prestressed Concrete Beams	10	only	1,400.00	14,000.00
42-foot Prestressed Concrete Beams	5	only	1,200.00	6,000.00
8-inch Metal Drain Pipe	70	lin. ft.	3.00	210.00
				$ 71,648.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Work by Western Union Co.	All	Required		3,852.00
Work by S.P. Company	All	Required		3,700.00
	Subtotal			$ 79,700.00
	10% Engr. & Cont.			7,970.00
			Total	$ 87,670.00

Length of Structure - - - - - 0.043 Mile

Federal Funds -	$ 54,000.00
State Funds -	33,670.00
	$ 87,670.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

KLAMATH FALLS SECTION (STRUCTURES)

PROJECT NO. F-205(10)

Estimated Costs of Work to be Done by the Western Union Company

Labor		$2,599.00
Materials		2,100.00
Transportation on Materials		333.00
Overhead		245.00
Salvage & Other Credits	Cr.	1,425.00
		$3,852.00
	Use	$3,852.00

Estimated Costs of Work to be Done by the Southern Pacific Company

Signal Work		$2,920.00
Freight		35.00
Material Handling		31.00
Accounting & Billing		354.00
Contingencies		739.00
Salvage Credit	Cr.	360.00
		$3,719.00
	Use	$3,700.00

Oregon State Highway Department

Federal Aid
Project No. F-205(10)

KLAMATH FALLS SECTION (STRUCTURE) OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 13, 1958

Type Code X581
SPRR and Pelican City Road Overcrossing (Sta. 17+52.02 to Sta. 19+81.00)

Shoring, Cribbing, Etc.	All Required	$	$ 2,000.00
Structural Excavation	400 cu. yds.	10.00	4,000.00
Excavation Below Elevation Shown	40 cu. yds.	15.00	600.00
Furnish Treated Timber Piling	900 lin. ft.	1.50	1,350.00
Drive Piles	20 only	75.00	1,500.00
Class "A" Concrete	381 cu. yds.	80.00	30,480.00
Metal Reinforcement	76,100 lbs.	0.13	9,893.00
50 ft. Precast Prestressed Concrete Beams	5 only	1,350.00	6,750.00
66 ft. Precast Prestressed Concrete Beams	10 only	1,782.00	17,820.00
42 ft. Precast Prestressed Concrete Beams	5 only	1,134.00	5,670.00
8-inch Metal Drain Pipe	70 lin. ft.	4.50	315.00
			$ 80,378.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$ 80,878.00
	10% Engr. & Cont.		8,087.80
	Total		$ 88,965.80

Length of Structure ----- 0.043 Mile

Federal Funds ------------------------	$ 54,000.00
State Funds ------------------------	34,965.80
	$ 88,965.80

[illegible]

Oregon State Highway Department

Federal Aid
Project No. F-205(10)

KLAMATH FALLS SECTION (STRUCTURE) OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 20, 1958

Type Code X581
SPRR and Pelican City Road Overcrossing (Sta. 17+52.02 to Sta. 19+81.00)

Shoring, Cribbing, Etc.	All Required	$	$ 2,000.00
Structural Excavation	400 cu. yds.	10.00	4,000.00
Excavation Below Elevation Shown	40 cu. yds.	15.00	600.00
Furnish Treated Timber Piling	900 lin. ft.	1.50	1,350.00
Drive Piles	20 only	75.00	1,500.00
Class "A" Concrete	381 cu. yds.	80.00	30,480.00
Metal Reinforcement	76,100 lbs.	0.13	9,893.00
50 Ft. Precast Prestressed Concrete Beams	5 only	1,350.00	6,750.00
66 Ft. Precast Prestressed Concrete Beams	10 only	1,782.00	17,820.00
42 Ft. Precast Prestressed Concrete Beams	5 only	1,134.00	5,670.00
8-inch Metal Drain Pipe	70 lin. ft.	4.50	315.00
			$ 80,378.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by Western Union Co.	All Required		3,852.00
Work by S.P. Company	All Required		10,000.00
	Subtotal		$ 94,730.00
	10% Engr. & Cont.		9,473.00
	Total		$104,203.00

Length of Structure - - - - - 0.043 Mile

Federal Funds -	$ 64,000.00
State Funds -	40,203.00
	$104,203.00

RECEIVED
59
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 27, 1959

F 445(10)			
~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
5395 5395	5 Final	Peter Kiewit Sons Company	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
21059	28770	$ 8,404.02	8/25/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeaske
ACCOUNTING DIVISION

Specified completion date: **140 workdays from January 18, 1959**

Time Extensions: **None of record**

Completion Date: **May 25, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 28 1959

F.C

NOTED ON CARD

Gmz
9/3/59

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RECEIVED
AUG 13 1959
FOR FILING

[illegible]

5395

August 12, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5395 for the SPRR & Pelican City Road Overcrossing on the North City Limits-Green Springs Jct. of the Dalles-California Highway in Klamath County was completed by the contractor, Peter Kiewit Sons' Company, on May 25, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $8,404.02 will be released to the contractor on or after August 24, 1959. The total contract amount is $74,596.23, of which amount $28.20 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Dc

cc: The Aetna Casualty & Surety Co.,
James K. Wellman, Agent
Yeon Bldg.,
Portland 4, Oregon

A

FORM 2-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 5 1959
FOR FILING
F-205(10)
5395

Feb. 3, 1959

Peter Kiewit Sons' Company
215 South V. Street
Vancouver, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5395, awarded Jan. 8, 1959, for S.P.R.R. & Pelican City Road Overcrossing on the North City Limits-Green Springs Junction of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

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JAN [illegible]
FOR FILING

F-205 (10)

When replying, refer to
08-35.4-0

January 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project F-205(10), Southern Pacific R. R. and Pelican City Road Overcrossing Structure on The Dalles-California Highway in Klamath Falls, we hereby concur as of this date in award of contract No. 5395 to Peter Kiewit Sons, Co., of Longview, Washington, low bidder in the amount of $71,648.00 at the December 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig Brobert

[illegible] E D
[illegible] COOPER

1

RECEIVED
JAN 8 - 1959
FOR FILING

F-205 (10)

5325

January 8, 1959

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
108 State Highway Building
Salem, Oregon

Dear Sir:

Re: Southern Pacific R.R. and Pelican City
Road Overcrossings
F.A.P. No. F-205(10)
Bridge No. 8352

On December 9, 1958, the Highway Commission accepted the low bid of Peter Kiewit Sons' Company of Vancouver, Washington, in the amount of 471,688 for this project and instructed the Engineer to award the contract to Peter Kiewit Sons' Company as soon as a satisfactory agreement had been completed with the Southern Pacific Company.

We have completed the satisfactory agreement with the Southern Pacific Company, and I propose to award the Contract to the low bidder as of this date. May I have your concurrence in the award?

All rights-of-way for the project have been acquired.

Attached is an unexecuted copy of the State-Railroad Agreement for the project. Estimates of cost of Southern Pacific Company work at the project site are included in the Agreement. We have in our files a letter from the Southern Pacific Company indicating their approval of the project plans.

When the necessary signatures are obtained, you will be furnished with three copies of the completed document.

Construction of the project will require certain protection and revision to Western Union Telegraph Company's facilities occupying railroad right-of-way at the site of the project. Attached are three copies of Western Union Telegraph Company's estimates and sketches of their work to be done at the site. Also, copies of our letter authorizing them to proceed with the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attached (see Bridge Dept)
CAG/mm

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RECEIVED
JAN 8 - 1959
FOR FILING

F-205(10)

5395

January 8, 1959

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on December 11, 1958 accepted your proposal for construction of the SPRR and Pelican City Road Overcrossing, Klamath County, for the sum of $71,648 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5395.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 8, 1959

Peter Kiewit Sons' Company
Vancouver, Washington

Contract for SPRR and Pelican City Road Overcrossing, Klamath County, for which you submitted low bid on December 9, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Accounting (5003-900)
Lee Gatlin
Files ✓

RECEIVED
NOV 21 1958
FOR FILING
[illegible]
5395

When replying, refer to
08-35.4

November 20, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-205(10), Klamath Falls Section (Structure) of The Dalles-California Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that an agreement has been executed with the Southern Pacific Railroad.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to [illegible] X

[illegible] COOPER

FORM E-123-X 25M 5-58

RECEIVED
NOV 21 1958
FOR FILING
F-205 (10)
5295

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R

NOTED
W. C. WILLIAMS

November 20, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Southern Pacific Railroad
and Pelican City Road
Overcrossing Project
Klamath Falls West Side Bypass
The Dalles-California Highway
Klamath County
FAP-F-205 (10)

Dear Mr. Polk:

Necessary right of way for the above project has been acquired, except for the agreement with the Southern Pacific Railroad.

The PUC order has been issued, and the agreement is in the hands of the Southern Pacific Company. We have every reason to believe that it will be received no later than January 1, 1959.

Very truly yours,

R. L. [illegible]
Right of Way Engineer

RLP:sg

cc Mr. W. C. Williams ✓
Mr. S. M. Probert
Mr. Ivan Merchant

RECEIVED
NOV 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

8-8309 Burnt Hill Cr.-Brookings 1959
Rock Prod. Proj.
#5396

RECEIVED
NOV - 9 1959
FOR FILING

NOTED
W. C. WILLIAMS

October 29, 1959

Burnt Hill Creek-Brookings
Contract No. 5396
8-8309

FINAL COST ANALYSIS
Rock Production
Contractor: Peter Kiewit Sons
Resident Engineer: Larry Rulien

Oregon Coast Hwy.
Prefix 8-8309-201(44)

5396

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	2,404.77	Cu.Yd.	4.23	4.457	10,718.94	10,172.18
1/2"-1/4" Cr.Mat'l in S.P.	2,468.42	Cu.Yd.	4.23	4.457	11,002.65	10,441.42
1/4"-#10 Cr.Mat'l in S.P.	983.28	Cu.Yd.	4.23	4.457	4,382.84	4,159.27
3/4"-0 Cr.Mat'l in S.P.	755.31	Cu.Yd.	4.23	4.457	3,366.69	3,194.96
1/4"-0 Cr.Mat'l in S.P.	509.06	Cu.Yd.	4.23	4.457	2,269.07	7,153.32
Haul Adj. in favor of State	1,723.2	Yd.Mi.	0.10			172.32
						$ 29,948.83
Deductions:						
Liquidated Damages	2	day	60.00			-120.00
					$ 31,740.19	$ 28,828.83

Total Cost	$ 31,740.19
Gross Revenue	28,828.83
Net Loss	$ 2,911.36

Net Loss equals 9.17% of Gross Revenue

RECEIVED
NOV - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5396

Labor:		
Labor	$ 7,492.35	
Labor Insurance	679.43	
Health and Welfare	151.25	$ 8,323.03
Equipment Rentals and Miscellaneous Expenses:		
Equipment Rental, Owned	8,158.46	
Gas, Oil, and Grease	2,154.34	
Bond	244.28	
P.L. and P.D. Insurance	93.65	
Small Tools	61.19	
Home Office and General Overhead	955.86	11,667.78
Paid Subcontractor "K" Lines		11,749.38
TOTAL COST		$ 31,740.19

DETAIL OF CRUSHING COST - Contract No. 5396

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	7,120.84	Cu. Yd.	2,564.15	0.360
Feed Crusher	7,120.84	Cu. Yd.	5,659.20	0.795
Crushing	7,120.84	Cu. Yd.	10,536.42	1.479
Stockpile at Crusher	7,120.84	Cu. Yd.	1,231.04	0.173
Load and Haul to Stockpiles	7,120.84	Cu. Yd.	11,749.35	1.650
	7,120.84	Cu. Yd.	$ 31,740.19	$ 4.457

Total Crushing Time	207 hours
Down Time	5 hours
Net Operating Time	202 hours

Average crush per hour $= \frac{7120.84}{202} =$ 35.2 Cu. Yds.

Remarks - Contract No. 5396

This was a "State Project" calling for the furnishing and stockpiling of approximately 7,700 cubic yards of crushed material for later use in the maintenance operations on the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

The northerly end of the project was about 4.6 miles southerly of the Pistol River post office. The southerly end of the project was approximately 0.3 mile northerly of Oak Street in the City of Brookings.

The project was bid by Peter Kiewit & Sons' Company on January 20, 1959 and was awarded on January 22, 1959. The contractor began operations on April 1, 1959 and completed the project on June 3, 1959. The final estimate was dated August 20, 1959.

The contractor elected to set up in the state-controlled source located on the northerly side of Pistol River at a point about 0.53 mile southeasterly of the Oregon Coast Highway at Mile Point 342.04. He began moving in and setting up his 2-crusher crushing plant on March 19, 1959, and began crushing on April 1, 1959. The crusher was fed with two D-8 caterpillar tractors with "U" blades. He stockpiled the crushed aggregate at the plant site. This material was pushed from the conveyors with a D-6 caterpillar tractor with a dozer blade. The crushing was completed on May 7, 1959.

The subcontractor, on hauling the material to the stockpile site, started on May 3, 1959 using five 10-cubic yard trucks to haul with and loading the trucks with a D-4 cat with a 1-1/2-cubic yard scoop. This work was completed on May 28, 1959 and the shaping of the stockpiles was completed on June 3, 1959.

The contractor having an inefficient operation, low bid prices, and getting low production suffered a large loss.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1959

88304

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)
5326	4 Final	Peter Kiewit Sons Co.
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT) (DATE)
22420	44851	$ 813.22 9/11/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapioske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from 3/2/59

Time Extensions: None of record

Completion Date: June 3, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 15, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP 16 1959

NOTED ON CARD

A

RECEIVED
AUG 26 1959
FOR FILING

7-8309

August 25, 1959

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5396 for rock production on the Burnt Hill Creek-Brookings Section of the Oregon Coast Highway, Curry County, was completed by the contractor, Peter Kiewit Sons' Company, on June 3, 1959 and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $813.22 will be released to the contractor on or after September 4, 1959. The total contract amount is $29,828.83 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: James K. Wellman
The Aetna Casualty and Surety Co.
Yeon Building
Portland 4, Oregon

8/25/59
jmc

RECEIVED
JUN 29 1959
FOR FILING

[illegible]

5396

June 25, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Company a portion of the funds heretofore retained by the Commission on contract #5396, for the Burnt Hill Creek-Brookings Rock Production Project on the Oregon Coast Highway in Curry County.

This payment, in the amount of $8,457.81, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $897.39. The present payment will be released on or after July 6, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
James K. Wellman Agency
Yeon Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

1-8301

A

Final Report

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1959

Section Burnt Hill - Brookings

Kind of work Rock Production

Highway Oregon Coast County Curry

Section prefix 8-8309

Contractor Peter Kiewit Son's Co.

Contract number 5396

Date of contract January 22, 1959

Specified work days 60

Date work started March 18, 1959

Work days used 62

Project authorization $36,642.38

Exclusive of engineering $34,036.70

Per cent of time elapsed 103.5 %

Estimated cost of completed project, exclusive of engineering $30,661.01

Estimated per cent ~~overr~~un or underrun 7% %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2605.68

Engineering cost to date $2537.89, 97.4 %

Date project was completed June 3, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Made out bill for royalty payment and submitted Semi-Final to the Division Office.

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959
NOTED-- ☐ CE ☑ ACE ☑ ACE ☑ ☑ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Larry Rulien

Address Larry Rulien, Res.Engr.,Box 1067 Brookings

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed			Contractor has completed project		
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday			

RECEIVED
MAY 20 1959
FOR FILING

R-5299

5316

A

May 19, 1959

Oregon State Highway Commission

Gentlemen:

An adjustment in our rock production budget resulting in an increase of the project authorization for the Burnt Hill Creek-Brookings Rock Production project, Contract No. 5396, is indicated.

We are able to obtain 2,000 cubic yards of additional crushed material in stock pile on this job at quite a favorable price. This will result in an overrun of the project authorization in the amount of $6,000, or 16.4 per cent.

We wish to take advantage of this favorable price, with the intention of transferring money from other rock production jobs scheduled to cover the overrun resulting in this contract.

In view of the foregoing, it is requested that you increase the project authorization for this contract in the amount of $6,000.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards
Mr. R. L. Porter
Mr. I. A. DeFrance
Mr. F. D. Morgan

LHY:fp ae

A

RECEIVED
JUN - 5 1959
FOR FILING
[illegible]
5396

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1959

SUBJECT: Burnt Hill Creek-Brookings
Rock Production
Oregon Coast Highway
Contract No. 5396

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L.

Stephenson
Does this have your blessing?
Please return
Cooper

I submit herewith a Report on Expected Over-run of Project Authorization for the subject named job. This over-run is in the amount of $6,000 and amounts to 16.4 per cent.

The over-run is occasioned by the fact that the Maintenance Department has requested additional rock to be produced by this contractor in view of a favorable price quoted by him, this price being $1.23 less than the contract price. They plan to adjust their rock budget by transferring funds from other crushing projects which will not be needed this year.

I attach hereto Price Agreement #1 for the production of this material which is currently being produced.

In view of the above, it does not appear that this is so much an over-run of project authorization as an adjustment of maintenance rock production budget. It is recommended that the Highway Commission be requested to furnish the additional funds as set forth above.

A rough draft of a letter to the Commission for your consideration is forwarded herewith.

Lower labor cost
Cooper

Good

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc: S. H. Probert
I. A. DeFrance
F. D. Morgan

APPROVED 5-18-59
P. M. Stephenson
Assistant State Highway Engineer

RECEIVED
MAY 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 6, 1959

SUBJECT: Report on Expected Over-run of
Project Authorization
Burnt Hill Cr.-Brookings
Rock Production and Price
Agreement No. 3 on same project

To:

Tom Edwards
Construction Engineer

I enclose herewith Report on Expected Over-run of Project Authorization on the above named subject project. The over-run is entirely the result of a supplementary order for the Maintenance Department of 2,000 yards of crushed materials to be stockpiled at the Pistol River site and has been verably approved. The agreed price of $3.00 per cubic yard is $1.23 per yard less than the contract bid item but is explained by the fact that there is practically no haul for this additional material.

Completed price agreement for this extra material at $3.00 per cubic yard is enclosed also.

Your approval is recommended.

L. R. Chandler
L. R. Chandler
Ass't Division Engineer

LRC:se

Enc.

CONSTRUCTION DIVISION
RECEIVED
MAY 7 1959
NOTED-- ☐☐☐☐☐

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name Burnt Hill Creek-Brookings Date April 30, 1959
Highway Oregon Coast Contract No. 5396
County Curry Kind of Work Rock Production Contractor Peter Kiewit Sons'

Contract Amount $32,571.00

Expected over-runs and xxxxxxxx in contract items:

Major items, itemized:

	Quantity	* Unit Price	Amount
1. 3/4-1/2 Crushed Material in Stockpile	+ 800 CY	$3.00	$2,400.00
2. 1/2-1/4 " " " "	+ 800 CY	"	2,400.00
3. 1/2- #10 " " " "	+ 400 CY	"	1,200.00

Minor items, unitemized algebraic total 0

Subtotal $38,571.00

Approved work orders (Price, extra work and state force orders) $ 0

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total 0

Subtotal $ 38,571.00

Authorization for engineering $ 2,605.68

Expected over-run or under-run of engineering authorization $ 0

Costs not included above (explain) Royalty Payment of $0.10 on 9700 CY $ 970.00

Allowance for future contingencies (3.4 % of work remaining) $ 495.70

Credits to come from transfers and deductions $ 0

Present estimate of project cost $ 42,642.38

Brief Statement of principal causes of over-run:

* Price of $3.00 per CY agreed on for this addittional material.

The above itemised 2000 cubic yards is addittional material requested by the maintenance department and is to be stockpiled at the Pistol River Stockpile Site.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 36,642.38
Present estimate of project cost	$ 42,642.38
Expected over-run (Amount)	$ 6,000.00
Expected over-run (per cent)	16.37

Space to right of this line is for use of Salem office.

Submitted by: Larry [illegible] Resident Engineer
Noted by: L. H. Young Construction or Bridge Engineer
Confirmed by: L R Chandler Division Engineer
Noted by: Deputy or Assistant State Highway Engineer

State Printing 80719

Form A-169—5M—5-57

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Burnt Hill Creek-Brookings
Date April 24, 1959

Highway Oregon Coast
Contract No. 5396

County Curry
Prefix 8-8309

Contractor Peter Kiewit Sons'
F. A. Project No. State

Address Sparta Bldg, Medford, Oregon
Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept paymet at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish crushed material in stockpiles at the Pistol River Maintenance Site at MP 342.04

Locations by station numbers:

Stockpile Site at MP 342.04

Names of pay items, estimated quantities and agreed prices:

3/4-1/2 Crushed Material in Stockpile		800 Cu.Yds.	
1/2-1/4 " " " "		800 " "	
1/4-#10 " " " "		400 " "	
	Total	2000 " "	at $3.00/Yd - $6,000.00

Specifications, basis of measurement and other provisions:

Standard Specs Issue of May 1, 1954 and Contract No. 5396.

Note: This additional material was requested by the Maintenance Department and is in the process of being produced.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$36,642.38
Present estimate of project cost, including $6,000 for work under this order	$42,642.38
Expected over-run (amount)	$6,000.00
Expected over-run (per cent)	16.4

Space to right of this line is for use of Salem Office

Submitted by: Larry Bulien Resident Engineer

Signed Rodney B Miller Contractor

Approval Recommended: L R Chandler R.L.P. Division Engineer

Approval Recommended: L. H. Young Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

State Printing 3662

RECEIVED
FORM E-30X—50M—2-58—19490
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1959

SUBJECT: Burnt Hill-Brookings Rock Production Project
Oregon Coast Highway
Contract No. 5396

To:

Memo to the Files:

The Maintenance Department has, this date, requested an increase in quantities on subject rock production project in the following amounts:

	400 yards	¼-10
	800 yards	½-10
	800 yards	3/4-½
Total	2,000 yards	

Prior to the time that they requested this increase from this office, they had negotiated with the contractor for a price of $3.00 per cubic yard stockpiled in the Pistol River State Stockpile. The contract bid per cubic yard for this material was $4.23 which reflects hauls ranging from nothing to almost 20 miles.

According to my analysis of the situation, the $3.00 per yard bid at the plant at Pistol River amounts to approximately the same as the contract bid of $4.23 when the reflected haul is taken into account. Consultation with Mr. Juve was held and he agrees that the $3.00 per yard price is a pretty godd price for material in this area.

This increase in the authorized work under the contract will amount to about $6,000, which will over-run the contract amount almost 20 per cent. However, the Maintenance Department has cancelled other rock production projects which in turn has relieved funds to cover this over-run in the authorization.

In the absence of the State Highway Engineer and his Assistants, in addition to the Construction Engineer and his

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

Assistants, I have instructed the Division to go ahead and negotiate a Price Agreement with the contractor for this over-run in project authorization since he has completed all the material required under the project this date and an immediate answer is necessary.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc: Forrest Cooper
R. L. Porter
I. A. DeFrance

RECEIVED
APR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
FEB 19 1959
FOR FILING

8304

5396

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Feb. 18, 1959

Peter Kiewit Sons' Company
Sparta Building
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5396, awarded Jan. 22, 1959, for Rock Production on the Burnt Hill Creek-Brookings Section of the Oregon Coast Highway in Curry County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

1-5-59

January 22, 1959

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5396 for the Burnt Hill Creek-Brookings Rock Production Project on the Oregon Coast Highway in Curry County.

This award was based on your bid of $32,571.00 which was the low bid submitted to the Commission January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

9-8308 Sisters Rock Prod. Proj. 1959

#5397

RECEIVED
1959
FOR FILING

NOTED
W. C. WILLIAMS

October 7, 1959

FINAL COST ANALYSIS
Rock Production
Contractor: C.C. Meisel
Resident Engineer: A.A. Fossen

Sisters Rock Production
Contract No. 5397

9-8308

Prefix No. 9-8308

Item 5397	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	2,092.6	Cu.Yd.	2.25	1.83	3,824.42	4,708.35
1/2"-1/4" Cr.Mat'l in S.P.	5,236.2	Cu.Yd.	2.25	1.83	9,577.08	11,781.45
1/4"-#10 Cr.Mat'l in S.P.	2,725.6	Cu.Yd.	2.65	2.15	5,851.25	7,222.84
Screen Rejects	3,009.2	Cu.Yd.	0.25	0.25	752.30	752.30
					$ 20,005.05	$ 24,464.94

Gross Revenue	$ 24,464.94
Total Cost	20,005.05
Net Profit	$ 4,459.89

Net Profit equals 18.2% of Gross Revenue

RECEIVED
OCT - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5397

Labor:		
Supervision	$ 1,200.00	
Labor	6,875.80	
Labor Insurance	477.80	
Health and Welfare	244.20	
Travel-Transportation Pay	56.00	
Pension	14.75	$ 8,868.55
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	5,496.00	
Equipment Rental, Hired (Fully Operated)	2,959.06	
Gas, Oil, and Grease	1,615.07	
Bond	179.25	
P.U.C.	18.30	
P.L. and P.D. Insurance	104.30	
Small Tools and Misc. Supplies	175.50	
Move in, Freight and Cartage	336.13	
Home Office and General Overhead	252.89	11,136.50
TOTAL COST		$ 20,005.05

Remarks - Contract No. 5397

This was a "State Project" calling for the crushing and stockpiling of 10,000 cubic yards of crushed gravel to be used by the State in connection with maintenance operations on the Sisters Section of the Santiam, McKenzie, and McKenzie-Bend Highways in Deschutes County.

The contract was bid January 20, 1959, awarded January 22, 1959. Work started February 9, 1959 and the project was completed March 11, 1959.

The Contractor hired Jed Wilson, crushing contractor, to crush the gravel for this project. The crushing plant was moved to the contractor's gravel source located approximately 0.3 mile southwesterly from the McKenzie-Bend Highway at mile point 0.0 on February 9th and started crushing gravel February 17th. A total of 10,054 cubic yards of gravel was crushed in 224 hours for an average of 45 cubic yards per hour, which was good production as the gravel was small and there was a large quantity of rejects.

Equipment used was one D-8 cat and dozer pushing the gravel to a 3/4 cubic yard shovel which placed it into a mechanical feeder, a four crusher plant. The gravel was hauled and stockpiled with hired equipment.

The Contractor had good bid prices, good equipment, and personal supervision realizing an excellent profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAY 1 , 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 13, 1959

[illegible]			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5397	3 Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10918	H244086	$ 733.95	5/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from March 2, 1959**

Time Extensions: **None of record**

Completion Date: **March 11, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 14, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: MAY 15 1959

NOTED ON CARD

A

RECEIVED
MAY 6 - 1959
FOR FILING

4-1-59

5397

May 5, 1959

CERTIFIED MAIL

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract #5397 for the Sisters Rock Production Project on the Santiam-McKenzie-McKenzie-Bend Highways in Deschutes County, was completed by the contractor, C. C. Meisel, on March 11, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $733.95 will be released to the contractor on or after May 15, 1959. The total contract amount is $24,464.94, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
John W. Lyles, Agent
Portland Trust Bldg.,
Portland, Oregon

A

RECEIVED
MAY 6 - 1959
FOR FILING

May 5, 1959

CERTIFIED MAIL

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract #5397 for the Sisters Rock Production Project on the Santiam-McKenzie-McKenzie-Bend Highways in Deschutes County, was completed by the contractor, C. C. Meisel, on March 11, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $733.95 will be released to the contractor on or after May 15, 1959. The total contract amount is $24,464.94, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
John W. Lyles, Agent
Portland Trust Bldg.,
Portland, Oregon

A

RECEIVED
MAR 27 1959

FOR FILING
[illegible]

5397

Mar. 26, 1959

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with Contract No. 5397, for Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways in Deschutes County.

This payment, in the amount of $6,023.49, will be released to the contractor on or after April 6, 1959. The retained percentage is $733.95.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: John W. Lyles
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

Form E-1–

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

[illegible]

For Week Ending March 21, 1959

Section Sisters

Kind of work Rock Production

Highway Santiam-McKenzie & McKenzie-Bend County Deschutes

Section prefix 9-8308

Contractor C.C. Meisel

Contract number 5397

Date of contract Jan 22, 1959

Specified work days 60

Date work started Feb 9, 1959

Work days used 8 (completed)

*Project authorization $ 27,450.00

Exclusive of engineering $ 25,498

Per cent of time elapsed 13.36 %

Estimated cost of completed project, exclusive of engineering $ ~~XXXXXXXXX~~ 25,233.06

XXXXXX per cent XXXXXXX underrun 1.04 ~~XXXX~~ %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,952.00

Engineering cost to date $ 1,952.00, 100 %

Date project was completed March 11, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Removal of equipment continued all week and id expected that all of the equipment will be removed by the middle of next week.

The semi-final estemate of quantites has been conpleted and was submitted to the Bend division office March 21,1959.

Final Report

CONSTRUCTION DIVISION
RECEIVED
MAR 23 '59
NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed A. A. Fossen
A.A. Fossen Res. Eng'r.

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			40.02		
Miles partially completed					
Miles completed			40.02		
Total estimated quantities (contract)			10,000 C.Y.		
Total quantities corrected to date			13,063.6 C.Y.		
Estimated quantities moved or placed to date			13,063.6 C.Y.	(including screen rejects)	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-warm		
Monday	" "		
Tuesday	overcast-windy		
Wednesday	"	"	
Thursday	clear-cool		
Friday	clear-warmer		
Saturday	" "		

NOTED
John R. DAVIS

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 24 1959
FOR FILING
9 8200
5397

Feb. 24, 1959

C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5397, awarded Jan. 22, 1959, for Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JAN 23 1959
FOR FILING

[illegible]

[illegible]

January 22, 1959

C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5397 for Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways in Deschutes County.

This award was based on your bid of $23,900.00 which was an identical low bid submitted to the Commission on January 20, 1959 for this project and the award to you was made by the flip of a coin, this being done in your presence and that of the other contractors. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

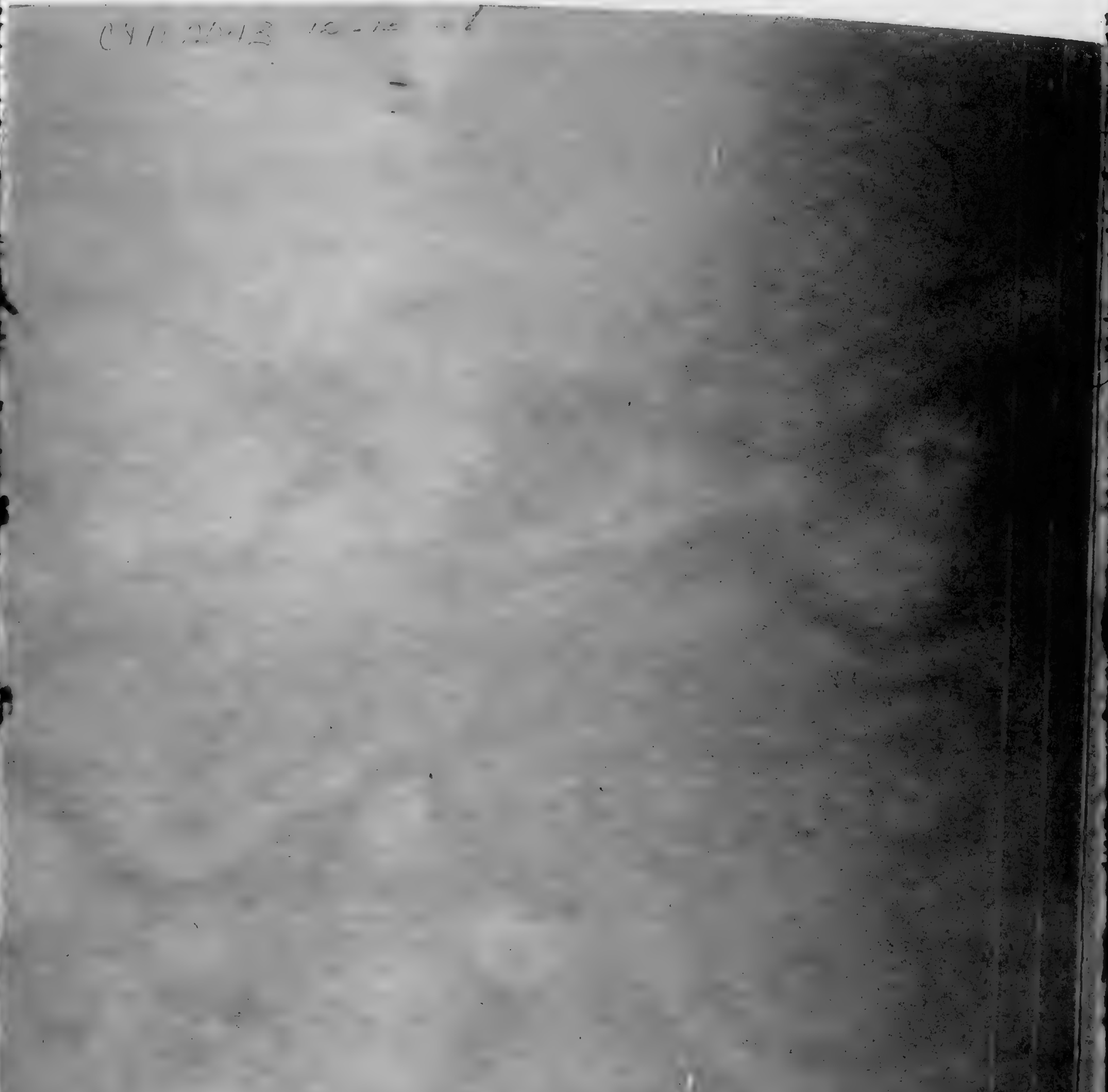
Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

9-1603 Bend Traffic Signals 1959
(Greenwood Ave. at 3rd St.)
#5398

CYR 2043 10-12 -6



RECEIVED
JUL 1

5318

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 10, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5398	2 final	Brighter Homes Electrical
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
16486	H249737	$ 1,084.50 7/9/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

JSten
ACCOUNTING DIVISION

Specified completion date: **80 workdays from February 1, 1959**

Time Extensions: **None of record**

Completion Date: **May 6, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 10, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. H. Head
Floyd Query
Ass't. Secretary

Warrant Mailed: JUL 13 1959
GR

NOTED ON CARD

RECEIVED
JUL -1 1959
FOR FILING

July 1, 1959

The Home Indemnity Company
L. M. Thompson, Manager
711 Equitable Bldg.,
Portland, Oregon

Gentlemen:

State Highway contract #5398 for traffic signal installation on Greenwood Avenue at 3rd Street in Bend, Central Oregon Highway, in Deschutes County was completed May 6, 1959 by the contractor, Brighter Homes Electrical, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $1,084.50 will be released to the contractor on or after July 13, 1959. The total contract amount is $8,221.00, of which amount $65.00 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
MAY 11 1959

9-1602

5-16

-TCS-X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 16, 1959

Mr. W. T. Thompson
City Manager
City of Bend
Bend, Oregon

Dear Mr. Thompson:

As requested by you, there is attached an article explaining the operation of the traffic signal recently put into operation at the intersection of Third Street and Greenwood Avenue.

We understand that the article is to be used in publicizing the operation of this signal, and would like to suggest that special emphasis be placed on the operation of the pedestrian push-buttons. Newspaper publicity on this subject should greatly enhance public acceptance. Possibly photographs of you or some other city official actuating the push-button would be helpful.

Please feel free to contact this department on any further questions regarding this installation.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

WAZ:pk:bb
cc: G. S. Paxson
Dean Swift

RECEIVED
APR 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
G. S. PAXSON

FULL-ACTUATED TRAFFIC SIGNAL CONTROL

THIRD STREET AT GREENWOOD AVENUE

CITY OF BEND

The type of traffic signal installation at the intersection of Third Street and Greenwood Avenue in the city of Bend is what is known as a full-actuated controller with pedestrian interval timers. Full-actuated traffic control means that vehicles on all approaches to the intersection have the ability to actuate the control equipment, thus, receiving the green indication.

The operation of the full-astuated controller is as follows:

> Vehicle detectors are provided on all streets and the traffic provides the controller with data in assigning of the right-of-way. In the absence of traffic on Greenwood Avenue, the green indication will remain on Third Street until such time that a vehicle actuates the Greenwood Avenue detector. The reverse is also true if there is no traffic on Third Street. If there are vehicles approaching the intersection from each street, then the street with the green indication can hold the green indication up to a pre-set maximum period if the spacing between vehicles is not too great. At the expiration of the maximum period or if there is a large gap in the stream of traffic on the street with the green indication, the waiting vehicles will then receive the green indication after an amber clearanse period.
>
> With full-actuated type of control, the controller will quickly and efficiently dispatch traffic in a pattern determined by the traffic itself and will apportion the green indication to the needs of actual traffic volumes, not to a pre-set schedule.
>
> The pedestrian interval timers and push-buttons are included in this installation to permit pedestrians to cross both streets safely. It is necessary to provide a special interval for pedestrians to cross the streets. As an example; whereas it would require a vehicle on Greenwood Avenue approximately six seconds or less to clear the intersection, it would require 11 to 14 seconds to walk pedestrians safely across Third Street. It is necessary for the pedestrian to push the push-button to receive the "WALK" indication. The "WALK" indication will not be received unless the push-button circuit is actuated. The push-button should only be pushed once, any further actuations will not speed up the process of receiving the "WALK" indication. The "WALK" indication is used only to move pedestrians off the curb and into the crosswalk. Protection for the pedestrian is provided during the "WAIT" period. It should be emphasized that no pedestrian should step from the curb after the "WAIT" indication comes on.

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 11 1959
FOR FILING

9-1603

5398

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

Mar. 11, 1959

Brighter Homes Electrical
855 West 1st
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5398, awarded Jan. 22, 1959, for traffic signal installation on the Bend (Greenwood Avenue at 3rd Street Section) of the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

9-1603

5398

January 22, 1959

Brighter Homes Electrical
855 West First Avenue
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5398 for the Bend Traffic Signals in Deschutes County.

This award was based on your bid of $8,156.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage
I. D. Merchant

RECEIVED
DEC 30 1958
FOR FILING
9-1603

5392

R

MISC. CONTRACTS and
AGREEMENTS No. 2043

Salem, Oregon
December 15, 1958

Traffic Signal Agreement
City of Bend

Mr. C. G. Swenson
City & County Relations Dept., Engineer
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Bend covering traffic signal installation at the intersectionof the Central Oregon Highway and E. Third Street in the City of Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bend, Oregon.

Secretary

rn
Attach: 1

RECEIVED
DEC 15 1958
FOR FILING

December 15, 1958

Julia S. Johnson, City Recorder
City Hall
Bend, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Bend a fully executed copy of an agreement between the State Highway Commission and the City of Bend covering installation of traffic signal at the intersection of the Central Oregon Highway and E. Third Street in the City of Bend.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
NOV 28 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1958

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Greenwood Ave. (US20) at E. Third St.
Bend

To: Clarence Swenson
County & City Relations Engineer
Office

The State Highway Commission, at its meeting on September 11 and 12, 1958, approved the installation of a traffic signal at the intersection of Greenwood Avenue (US20) and E. Third Street in the City of Bend. There are attached six copies of the State-City agreement covering this project. We have discussed the plans for this installation with Mr. Walter Thompson, City Manager, and on October 17, 1958, he wrote to Mr. Crandall indicating his approval of the plans, as per the attached letter.

Will you please care for the further processing of these agreements.

F. B. Crandall
For Traffic Engineer

VPJ:kg
Attachments
cc: G. S. Paxson

NOTED

RECEIVED
NOV 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1958

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Greenwood Ave. at E. Third Street
Bend

To: Leonard I. Lindas
Chief Counsel
Office

The State Highway Commission, at its meeting on September 11 and 12, 1958, approved the installation of a traffic signal at the intersection of Greenwood Avenue and E. Third Street in the City of Bend. Will you please prepare the necessary State-City agreement

It is believed that the following points should be included in the agreement:

1. The highway involved is the Central Oregon Highway, No. 7, US20.
2. The intersection involved is that of Greenwood Avenue (the Central Oregon Highway, No. 7, US20) and E. Third Street.
3. It is planned to install a fully actuated traffic signal at this intersection as shown on the attached plans.
4. The installation is estimated to cost $10,000.
5. The State shall make the installation, either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and the State.
6. The City, when returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.
7. The City shall maintain the signal after installation and pay for all electrical energy consumed. The City shall make no changes in the timing of the signal without prior approval in writing from the State.
8. It is agreed between the parties to this contract that at such time as the equipment installed under this agreement is in need of replacement the cost of such replacement shall be shared on the same basis as the original installation.

NOTED
G. S. PAXSON

If after preparation you will submit the agreements to this office we will check them and care for further processing.

RECEIVED
NOV [illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FB Crandall
F. B. Crandall
Traffic Engineer

VPJ:kg
Attachments
cc: G. S. Paxson
Clarence Swenson

RECEIVED
OCT 13 1958
FOR FILING

9/11/58 e
4a-1

September 16, 1958

Mr. W. T. Thompson
City Manager of Bend
P. O. Box 431
Bend, Oregon

Dear Mr. Thompson:

The State Highway Commission at its meeting on September 11, 1958 had under discussion a report from the Engineer regarding the installation of a traffic signal at the intersection of Greenwood Avenue (US20) and East Third Street in your city.

The Commission was informed that the City has funds available to participate in the cost of this installation on a 50-50 basis. The Engineer advised that the signalization of the intersection is warranted and that the cost to install the signal is estimated at $10,000. He recommended approval of the installation on the condition that the City will pay fifty percent of this expense.

You will be pleased to know that the Commission adopted the recommendation and so ordered.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

RECEIVED
AUG 5 1958
FOR FILING

August 4, 1958

Oregon State Highway Commission

Gentlemen:

Some time ago the investigation was made to determine need and warrant for traffic signal installation at the intersection of Greenwood Avenue ([illegible]) and East Third Street in the city of Bend. At the time the City did not have funds available to participate on the usual 50-50 cost allocation. We now have a communication from the City indicating that it now has the necessary monies to care for its pro rata share of signal installation at the subject location and would like to proceed.

As indicated, investigation shows that signalization is warranted at a total estimated cost of $10,000 and your approval is recommended looking to the installation on the usual basis of a 50-50 share in the capital costs.

This matter will be on the agenda for the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

Mr. Maison: Money is to come from Minor Betterment Fund for Traffic Signals to be Selected.

FBC:dp fn

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 1, 1958

Mr. W. T. Thompson
City Manager - Bend
P. O. Box 431
Bend, Oregon

Dear Mr. Thompson:

I have your letter of July 21 last, indicating that the City has budgeted monies looking to a cooperative signal installation at the intersection of Greenwood Avenue (US20) and East Third Street and requesting that we submit an agreement covering such cooperative installation for review by your City Commission. You also request intersectional recounts on sundry intersections there in Bend wherein you feel traffic has increased since prior counts and that by reason thereof, some traffic control measures may be in order.

Regarding the installation of signals at Greenwood and East Third Street, we would have to obtain approval of the Highway Commission before proceeding with a cooperative agreement. We have discussed the need for signalization at this intersection and it is believed that such control is warranted and will arrange to bring the matter to the attention of the Highway Commission for its consideration.

With regard to obtain of repeat traffic counts on the some four intersections of concern, sometime during August, I can say that we are pretty much tied up on other higher priority traffic count work during the summer and are not in a position to do the work as requested, at least during the month of August or probably until sometime in the fall at the earliest.

I might suggest that if you have some personnel available to make the field counts, we would be very glad to supply the necessary field tally sheets, summary sheets, etc.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

By

F. B. Crandall
Traffic Engineer

FBC:dp
bc: G. S. Paxson (Attach.)
R. C. Blensly

RECEIVED
AUG 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF BEND

[illegible] Box 431 — BEND, OREGON [illegible]

July [illegible], 1958

[illegible] Department

[illegible]

Attn: [illegible] Crandall, [illegible]

Dear [illegible] Crandall:

I wish to refer you to your letter of August 2nd, 195[illegible], [illegible] September 9th, 1957, regarding the much-discussed four intersections within the City of Bend that are considered by our local governing body as being hazardous. Rather than listing the four intersections again we are attaching a copy of your letter of August 2nd, 1957.

The intersection of East Third Street and Greenwood Avenue [illegible] Truck Route intersects Highway 20 seems to be the intersection [illegible] the most difficulty at the present time. The City of Bend has, in its 1958-59 budget, a sum of $4,[illegible] which was placed in the budget [illegible] the City's share of the cost of the installation of [illegible] signal lights at that corner. In talking to Dean Swift, your Division Engineer [illegible], he indicated [illegible] that would be a sufficient amount and we wish at this time to request from your department [illegible] the form of an agreement to be reviewed by our City Commission covering the installation of the signal such as was done on the Wall and Franklin intersection and the East Third and Franklin intersection.

Your letter of November [illegible], 1956, transmitted to us traffic flow diagrams for the intersections of Wall with Greenwood and Franklin Avenues, for Bond Street with Greenwood and Franklin Avenues, and for the intersection of Third and Greenwood Streets. They showed sixteen-hour vehicle and pedestrian counts with the vehicular volumes factored [illegible] values. I might suggest that since these counts were made August [illegible] through August 24, 1956, that it would be desirable to have [illegible] counts made the same time of the month this year to make a comparison and show the increase in both pedestrian and vehicular traffic at these four intersections. In that same report dated August 2nd, 1957, [illegible] the intersection of [illegible] Franklin and Wall. [illegible] the traffic light [illegible] in handling the traffic [illegible] needed change at this time; however, a count [illegible] at the same time would be desirable to show the [illegible] the Postoffice corner [illegible] compared with [illegible].

If these manual counts could be provided we would certainly appreciate it; however, if your schedule does not permit, I wish to [illegible] still interested in the services of your department [illegible] needs on the four intersections and again wish to say that any[illegible] would do to expedite the installation of proper traffic lights [illegible] d.

Very truly yours

W. T. Thompson.
City Manager

[illegible]ce

[illegible]l.

RECEIVED
JUL 22 1958
TRAFFIC ENGINEER

I-5-3(5)163 Bear Cr. Br. Widening at 1959
Curtin Interch. on Pac. Hwy.
#5399

RECEIVED
[illegible] 59
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 28, 1959

[illegible]		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5399 5399	6 Final	Inter City Sand & Gravel Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21344	31192	$ 6,861.72	8/26/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapiaeske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from Feburary 1, 1959

Time Extensions: None of record

Completion Date: July 10, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 28, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG [illegible]

NOTED ON CARD
jmc
9/3/59

RECEIVED
AUG 17 1959
FOR FILING

[illegible]

[illegible]

August 18, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5399 for the Bear Creek Bridge widening on the Comstock-Anlauf Section of Pacific Highway in Douglas County was completed by the contractor, Inter-City Sand & Gravel Co., Inc., on July 10, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $6,861.72 will be released to the contractor on or after August 28, 1959. The total contract amount is $62,235.41, of which amount $313.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
FEB 19 1959
FOR FILING

F-2(1)163

5399

FORM E-123 5M 10-5

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Feb. 18, 1959

Inter City Sand & Gravel Co., Inc.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5399, awarded Jan. 22, 1959, for Bear Creek Bridge Widening, on the Comstock-Anlauf Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

I 5-3(5)162

5399

January 22, 1959

Inter City Sand and Gravel Co., Inc.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5399 for the Bear Creek Bridge widening at the Curtin Interchange on Pacific Highway in Douglas County.

This award was based on your bid of $60,204.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

FOR FILING

I-5-3(5)163

5399

When replying, refer to
08-35.4-0

January 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5399 for Oregon Project I-5-3(5)163, Bear Creek Bridge on the Comstock-Anlauf Section of the Pacific Highway, to Inter-City Sand and Gravel Company, Inc., of Eugene, Oregon, low bidder in the amount of $60,204.00 at the January 20, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig Brobert

RECEIVED
FOR FILING
I-5-3(5)163
5399

When replying, refer to
08-35.6

January 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-3(5)163, Bear Creek Bridge widening, Pacific Highway. This approval is given subject to your making any corrections or revisions which appear necessary following a further review of the plans.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Xb
X
orig
President

NOTED
FORREST COOPER

13-8311 Princeton-Follyfarm Rock 1959
Prod. Proj.
#5400

RECEIVED
1959
FOR FILING

W. C. WILLIAMS

A

September 28, 1959

Princeton-Follyfarm
~~Contract No. 5400~~
13-8311
Item 3400

FINAL COST ANALYSIS

Rock Production
Contractor: Arthur Simonsen
Resident Engineer: L. C. Johnson

Crane-Scotts Butte Hwy.
Prefix 13-8311

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr. Mat'l in S.P.	5,561.24	Cu. Yd.	2.65	2.42	13,471.49	14,737.29
1/4"-#10 Cr. Mat'l in S.P.	3,045.44	Cu. Yd.	2.65	2.42	7,376.37	8,070.42
1/4"-0 Cr. Mat'l in S.P.	1,737.79	Cu. Yd.	2.65	2.42	4,209.04	4,605.14
Haul Adj. (Favor of State)	706.63	Yd. Mi.	0.10			-70.66
					$ 25,056.90	$ 27,342.19

Gross Revenue	$ 27,342.19
Total Cost	25,056.90
Profit	$ 2,285.29

Net Profit equals 8.4% of Gross Revenue

DETAIL OF COST - Contract No. 5400

Labor:		
Supervision	$ 1,000.00	
Labor	8,274.70	
Labor Insurance	979.77	
Health and Welfare	245.10	
Travel and Transportation Pay	425.80	$ 10,925.37
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental	9,190.00	
Gas, Oil, and Grease	3,315.89	
Bond	198.75	
P.U.C.	405.29	
P.L. and P.D. Insurance	133.00	
Small Tools and Miscellaneous Supplies	375.50	
Home Office and General Overhead	513.10	14,131.53
TOTAL COST		$ 25,056.90

Remarks - Contract No. 5400

This was a "State Project" calling for the crushing and stockpiling of 10,000 cubic yards of crushed rock to be used by the State in connection with maintenance operations on the Princeton-Follyfarm Section of the Crane-Scotts Butte Highway in Harney and Malheur Counties.

The contract was bid January 20, 1959 and awarded January 22, 1959. Work started February 24th and the project was completed April 3, 1959.

The contractor moved in his portable rock crushing plant at the State controlled quarry located approximately 0.13 mile northeasterly from the Crane-Scotts Butte Highway at mile point 57.62 on February 24, 1959 and was set up and ready to crush on March 2, 1959. A total of 10,344 cubic yards of rock was crushed in 185 hours for an average of 56 cubic yards per hour which was good production.

Equipment used: one portable 3 crushing plant, one 3/4-cubic yard shovel, six 10-cubic yard trucks, two 6-cubic yard trucks, and one D-6 cat and dozer. The rock was hauled by the contractor's own trucks.

The contractor had good bid prices, good equipment, and good personnel supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 22, 1959

(CONTRACT NO.) 13-6311	(EST. NO.)	(CONTRACTOR)	
5400	Est. 3 Final	Arthur Simonsen & Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
XXXXXX 14927	H248021	$820.27	6-19-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeaske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from March 2, 1959

Time Extensions: None of record

Completion Date: April 3, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: June 22, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
~~Floyd Query~~
~~Asst.~~ Asst. Secretary

Warrant Mailed:

JUN 23 1959
JC

NOTED ON CARD
CC

A

RECEIVED
JUN 11 1959

FOR FILING

B-8511

5400

June 11, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5400 for the Princeton-Follyfarm Rock Production Project on the Crane-Scotts Butte Secondary Highway in Harney-Malheur Counties was completed by the contractor, Arthur Simonsen & Company, on April 3, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $820.27 will be released to the contractor on or after June 22, 1959. The total contract amount is $27,342.19, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAY 11 1959
FOR FILING
[illegible]
5400

CERTIFIED MAIL May 8, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Company on contract #5400, covering the Princeton-Follyfarm Rock Production Project on the Crane-Scotts Butte Highway in Harney-Malheur Counties.

This payment, in the amount of $4,473.92 will be released to contractor on or after May 18, 1959. The retained percentage is $820.27.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

State 442 Fed 78
28.23

M.P. 57.62 5 miles S.E. of Malheur Caves

Diamond Hwy Jct 37.83
Princeton 37.70

Form E-1-

13-8311

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 11, 1959

Section Princeton-Follyfarm

Kind of work Rock Production

Highway Crane-Scotts Butte County Harney and Malheur

Section prefix 13-8311

Contractor Arthur Simonsen and Co.

Contract number 5400

Date of contract January 22, 1959

Specified work days 80

Date work started February 24, 1959

Work days used 24

Project authorization $ 29,812.50

Exclusive of engineering $ 27,692.50

Per cent of time elapsed 28.75 %

Estimated cost of completed project, exclusive of engineering $ 27,692.50

Estimated per cent overrun or underrun 00 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,120.00

Engineering cost to date $ 1590.00, 75 %

Date project was completed April 3, 1959, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor moving out equipment all this week, finished cleanup of sites Friday of this week.

Field crew of three men finished re-measuring stockpiles Monday of this week, work on semi-final progressing satisfactorly; semi-final should be submitted some time in the next two weeks.

Final Report this project.

Noted
[illegible]

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
[illegible] 13 1959
NOTED-- ☐ ☑ ☐ ☑ ☑
CE ACE ACE COE

Signed

Address 252 S. Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

A

FORM E-123 5M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 11 1959
FOR FILING

5400

Feb. 11, 1959

Arthur Simonsen & Co.
2755 - 8th St.,
Baker, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5400, awarded Jan. 22, 1959, for Princeton-Follyfarm Rock Production Project on the Crane-Scotts Butte Highway in Harney and Malheur Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

12-8311

5400

January 22, 1959

Arthur Simonsen and Co.
2755 - 8th Street
Baker, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5400 for the Princeton-Follyfarm Rock Production Project on the Crane-Scotts Butte Highway in Harney and Malheur Counties.

This award was based on your bid of $26,500.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY DEPARTMENT

rj

CC: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

22-3413 Halsey Maint. Bldg. 1959
#5401

RECEIVED
JUN 15 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 11, 1959

32-3412
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5401
(VOUCHER NO.)

4 Final
(WARRANT NO.)

Robert C. Wilson
(AMOUNT)
(DATE)

14018

H247243

$ 668.84

6-11-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from Feb. 1, 1959

Time Extensions: none

Completion Date: April 13, 1959

Date Accepted: April 16, 1959

Penalties: none

Claims: none

Remarks:

Date: 6-12-59

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUN [illegible] 1959
gc

[illegible]
Ec

A

RECEIVED
JUN - 4 1959

FOR FILING

[illegible] 413

5401

June 2, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5401 for construction of maintenance building in Halsey, Linn County was completed by the contractor, Robert C. Wilson, on April 13, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $668.84 will be released to the contractor on or after June 12, 1959. The total contract amount is $20,888.49, of which amount $43.49 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Company
Eugene F. Nichols, Agent
1st National Bank Bldg.,
Corvallis, Oregon

A

RECEIVED
MAY 6 - 1959

FOR FILING

22 3413
5401

May 5, 1959

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Robert C. Wilson on contract #5401, for construction of Halsey Maintenance Building in Linn County.

This payment, in the amount of $8,212.93 will be released to contractor on or after May 15, 1959. The retained percentage is $625.35.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Maryland Casualty Company
Eugene F. Nichols, Agent
1st National Bank Bldg.,
Corvallis, Oregon

A

FORM 2-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 11 1959
FOR FILING
22413
5401

Feb. 11, 1959

Robert C. Wilson
Box 47
Corvallis, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5401, awarded Jan. 22, 1959,
for Halsey Maintenance Building in
Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

22-3412

5401

January 22, 1959

Robert C. Wilson
P. O. Box 47
Corvallis, Oregon

Dear Mr. Wilson:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5401 for the Maintenance Building at Halsey, Oregon in Linn County.

This award was based on your bid of $20,925.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
DEC 16 1958
FOR FILING

22-3413

5401

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1958

SUBJECT: Halsey Maintenance Station and Street Vacation.

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

This is to inform you that the vacation of certain streets in the town of Halsey, Oregon has been completed in compliance with your July 3, 1958 memo requesting the vacation and in accordance with the map accompanying your memo.

The order vacating was signed by the Linn County Judge E. G. Arnold and the County Commissioners on December 1, 1958.

MITCHELL CREW
Staff Attorney

MC:bk

Copy forwarded to Mr. De France 12-16-58. er

NOTED
P. M. STEPHENSON

RECEIVED
DEC 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
JUL 7 - 1958
FOR FILING

Salem, Oregon
July 3, 1958

Halsey Maintenance Station

Mr. R. L. Porter
Right of Way Engineer

Attached is information and a map showing a proposed street vacation which is needed for our new maintenance station to be established at Halsey.

Will you kindly prepare the necessary documents and process the request for the street vacation through the County Court and the City of Halsey for the ultimate vacation of the streets, as shown.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

FORM E-30 80M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1958

SUBJECT: Halsey Maintenance Station

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

I am enclosing herewith a copy of a letter from J. D. Walker's office and a map in connection with the proposed street vacation through property recently purchased for our new maintenance station at Halsey.

I would suggest that this information be turned over to our Legal Department with the request that they prepare all of the necessary documents and process the request through the County Court and the City for the ultimate vacation of the streets as shown.

E. F. Chidsey

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Enclosures

cc: J. D. Walker

RECEIVED
JUL 1 1958
Office of
State Highway Engineer

FORM 5.30 25M 8-61 83315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1958

SUBJECT: Halsey Maintenance Station

To: Mr. I. A. DeFrance
Maintenance Engineer
Department

H. C. Ayers, City-County Relations, contacted Halsey Mayor Pete Williams today, June 27, regarding vacation of streets for our proposed maintenance station. A council meeting was held. They went on record "as having no objection to the vacation of streets, but as these streets were county roads, believe that County Court should do the vacating. The City will take any other action required when so advised."

Ayers contacted the Linn County Engineer's office. They have no objection.

He also contacted County Judge E. G. Arnold and Commissioner W. E. Downing, who have no objections. They ask that we send them a formal request for vacation of streets. The County Court will advertise and post for thirty days and if no objections are raised, they will legalize the vacation.

I recommend a formal request be made. A sketch is attached. The legal description of the streets which will require vacation is:

1. County Road 219 between old Pacific East and new Pacific East Highways in the Southern Addition to Halsey.

2. First Street between "N" Street and County Road 219 in Southern Addition to Halsey.

3. "N" Street between old and new Pacific Highways in Southern Addition to Halsey.

J. D. Walker
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. Howard C. Johnson

RECEIVED
DEC 4 1958
FOR FILING

22-3413

5401

Salem, Oregon
December 3, 1958

Mr. Ivan Merchant
Bridge Engineer

Herewith is correspondence and maps for the proposed Halsey Maintenance Station on the Albany-Junction City Highway.

You may proceed with the design of this structure at any time that it suits your convenience. We would probably contract the construction in February or March.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1958

SUBJECT: Proposed Halsey Maintenance Station

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

Herewith two sets of prints showing the property and proposed building plan of the new Maintenance Station at Halsey. I am also enclosing a copy of a letter of recommendations from Division Engineer Walker. I concur in Mr. Walker's recommendations except for some minor changes which should not effect the specifications for the building contract.

It is proposed that the building design shown in Drawing #10939 be used as indicated on the enclosed plans; 6 stalls to be furnished, 2 heated stalls in the shop area and 4 cold stalls in the storage area.

It has been suggested that we not install a furnace at this time, but that the wall between the furnace room and shop area be left out and the shop area be heated with a circulator oil heater; later, if desirable, a furnace could be installed in the space provided and the wall filled in.

It is recommended that the floor of the shop should be 12" above the ground elevation at this site. This will allow for 6" of surfacing plus an additional 6" for proper drainage away from the building.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Enclosures

cc: J. D. Walker
H. C. Johnson

RECEIVED
DEC 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
P. M. Stephenson
Assistant State Highway Engineer

RECEIVED
MAY 21 1958
FOR FILING
22-3413

5401

g

Salem, Oregon
May 20, 1958

Mr. Tom Edwards
Construction Engineer

Herewith is correspondence, a map, and a photostatic copy of a deed in regard to the acquisition of additional property at our existing stock-pile site in Halsey, Oregon.

Will you kindly have the necessary property descriptions prepared so that this property can be acquired.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

FORM E 30 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

NTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1958

SUBJECT: Halsey Maintenance Site

To: Mr. I. A. DeFrance
Maintenance Engineer
Department

Submitted herewith is the following data on the Mae Margaret Weber property, which lies just north of our Halsey stockpile site.

1. Portion map 68-2-3 (Halsey-Harrisburg Section of Pacific East Highway) with Weber property shaded in red.
2. Photostatic copy of deed covering Mrs. Weber's ownership of this parcel from Linn County Deed Records, Volume 187, Page 433.
3. Authorization to Purchase.

Per field inspection by yourself, Mr. Chidsey, Mr. Walker, Mr. Johnson and myself on last Monday, it was agreed we should attempt to acquire this parcel for our proposed Halsey maintenance station site.

On the map we have also shaded in blue some city streets and county roads that will need vacating. Our purchase of the Weber property should be made subject to the vacation of these roadways. As mentioned on our inspection trip, Mr. Johnson has discussed on a very preliminary basis the possibility of vacation with Councilman Cliff Bass who indicated there wouldn't be too much difficulty involved getting these two streets closed.

With the vacated streets, Mrs. Weber's property and our existing stockpile site, we will have approximately 2.7 acres. It is entirely within the city of Halsey.

Also attached is a copy of Mr. Johnson's report on this site which gives the estimated cost of the Weber parcel and includes pictures of a small building on the Weber land. It also describes some other less desirable possibilities for a site.

J.D. Walker
Division Engineer

By

Gerald Wimer
Ass't Division Engineer

NCT:
I. A. DeFRANCE

GW:jee

24-8304 Mehama Rock Prod. Proj. 1959

#5402

RECEIVED
…P 25 1959
FOR FILING

A

September 21, 1959

FINAL COST ANALYSIS
Rock Production
Contractor: C.C. Meisel
Resident Engineer: Kenneth E. Bartel

NOTE
W. C. WILLIAMS

Mehama Rock Production
Contract No. 5402
24-304

Prefix 24-8304

544-2

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Cr.Mat'l in S.P.	2,638.4	Cu.Yd.	2.10	1.77	4,669.95	5,540.64
1/2"-1/4" Cr.Mat'l in S.P.	2,652.5	Cu.Yd.	2.60	1.81	4,827.53	6,896.50
1/4"-0 Cr.Mat'l in S.P.	4,657.7	Cu.Yd.	2.60	1.81	8,458.02	12,110.02
					$ 17,955.50	$ 24,547.16

Gross Revenue	$ 24,547.16
Total Cost	17,955.50
Profit	$ 6,591.66

Net Profit equals 26.8% of Gross Revenue

RECEIVED
[illegible]

DETAIL OF COST - Contract No. 5402

Labor:		
Supervision	$ 800.00	
Labor	5,460.02	
Labor Insurance	368.90	
Health and Welfare	165.80	
Travel - Transportation Pay	69.50	
Pension	22.65	$ 6,886.87
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	5,025.00	
Equipment Rental, Hired (Fully Operated)	2,487.15	
Gas, Oil, and Grease	1,805.60	
Bond	184.10	
P.U.C.	62.44	
P.L. and P.D. Insurance	94.50	
Small Tools and Misc. Supplies	80.18	
Freight and Cartage	52.31	
Move In	736.85	
Home Office and General Overhead	540.50	11,068.63
TOTAL		$ 17,955.50

Remarks - Contract No. 5402

This was a State project calling for the crushing and stockpiling of 10,000 Cubic Yard of crushed gravel to be used by the State in connection with maintenance operations on the Mehama Section of the North Santiam, Mehama-Mill City, and Albany-Lyons Highways in Marion and Linn Counties.

The contract was bid January 20, 1959, awarded January 22; work started March 30th, and the project was completed April 13, 1959.

The contractor hired Jed Wilson, Crushing Contractor, to crush the gravel for this project; the crushing plant was moved to the State controlled gravel source located approximately 0.27 mile southeasterly via a county road from the North Santiam Highway at M.P. 20.82 on March 11, 1959 and set up and was ready to operate March 30, 1959. A total of 9,948 cubic yard of gravel was crushed in 147 hours for an average of 68 cubic yard per hour which was good production.

Equipment used: one D-8 cat and dozer pushed the gravel to a 3/4 cubic yard shovel which placed it into the mechanical feeder--a four crusher plant.

The gravel was hauled and stockpiled with hired equipment.

The contractor had good bid prices, good equipment, and personal supervision realizing an excellent profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JUN 11 1959
FOR FILES

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 8, 1959

24 1304		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5402	3 Final	C. C. Meisel

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13466	H246695	$755.00	6/8/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from March 2, 1959
Time Extensions: None of record
Completion Date: April 13, 1959
Date Accepted: May 28, 1959
Penalties: None of record
Claims: None of record
Remarks:

Date: June 9, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

JUN -9 1959
JC

[illegible] ON CARD
LC

RECEIVED
MAY [illegible]
FOR FILING
24-1304

5402

May 27, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract #5402 for the Mehama Rock Production Project on the North Santiam, Mehama-Mill City and Albany-Lyons Highways in Marion-Linn Counties was completed by the contractor, G. G. Meisel, on April 13, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $755.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,547.16, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Standard Accident Insurance Company
Lamping & Company Insurance
620 Portland Trust Bldg.,
Portland, Oregon

cc: Standard Accident Insurance Company
John W. Lyles, Agent
Portland Trust Bldg.,
Portland, Oregon

RECEIVED
MAY 1 - 1959
FOR FILING

[illegible] Paid

5402

CERTIFIED MAIL April 30, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with contract #5402, covering the Mehama Rock Production Project on the North Santiam, Mehama-Mill City and Albany-Lyons Highways in Marion and Linn Counties. This payment, in the amount of $8,537.16, will be released to the contractor on or after May 11, 1959. The retained percentage is $735.84.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Company
John W. Lyles
Portland Trust Bldg.,
Portland, Oregon

Form E-1-

24-8304

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 10, 1959

Section Mehama Rock Production Project

Kind of work Rock Production

Highway North Santiam County Marion - Linn

Section prefix 24-8304

Contractor C. C. Meisel

Contract number 5402

Date of contract January 22, 1959

Specified work days 60 begin March 2

Date work started March 30, 1959

Work days used 30

Project authorization $27,843.75

Exclusive of engineering $25,863.75

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $25,863.75

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 70 %

Engineering authorization $1980.00

Engineering cost to date $600.00, 30.3 %

Date project was completed ......, 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked all week crushing ½"-¼" material and ¼"-0 material. The crusher was down Monday A.M. for minor repairs. The work is progressing very satisfactory and the material is of very high quality.

CONSTRUCTION DIVISION
RECEIVED
PR 10 1959
NOTED-- ☐ CE ☑ ACE ☐ ACE ☒ ☒ COE

Note-
A. N. Juve

Signed Kenneth E. Barrett

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed		3/4"-0	½"-¼"	¼"-0	
Total estimated quantities (contract)		2500	2700	4800	
Total quantities corrected to date		"	"	"	
Estimated quantities moved or placed to date		2500	1500	3000	
Average daily quantities			300 [illegible]	300[illegible]	
Average daily quantities necessary to complete project on time			75	75	
Number shifts per day			2		
Hours per shift			7		
Average force on project for week			9		

Men	7
Supervision	1
Men and trucks under 3 tons	1
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....1...

Compressors ...., Bulldozers ....2...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM E-123 5M 10-

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB [illegible] 1959
FOR FILING

24 E 304

5402

Feb. 24, 1959

C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5402, awarded Jan. 22, 1959, for Mehama Rock Production Project on the North Santiam, Mehama-Mill City and Albany-Lyons Highways in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING
24-8394
5402

January 22, 1959

C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5402 for the Mehama Rock Production Project on the North Santiam, Mehama-Mill City and Albany-Lyons Highways in Marion and Linn Counties.

This award was based on your bid of $24,750.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

24-3606-01 Salem Storage Bldg. Add'n. 1959
#5403

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 1, 1959

[illegible]		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5403	4 Final	Cecil A. Lantz

(~~VOUCHER~~ NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15548	H248766	$ 6,600.20	6/30/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **100 workdays from February 1, 1959**

Time Extensions: **None of record**

Completion Date: **May 11, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 1, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUL 2 - 1959
J.C.

NOTED ON CARD
lc

RECEIVED
JUN 18 1959

FOR FILING

[illegible]

5403

June 17, 1959

Anchor Casualty Company
St. Paul 14
Minnesota

Gentlemen:

State Highway contract #5403 for construction of Salem storage building addition in Marion County was completed by the contractor, C. A. Lantz, on May 11, 1959, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $6,600.20 will be released to the contractor on or after June 29, 1959. The total contract amount is $16,925.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Anchor Casualty Company
Bourland-McElhinny Ins. Agency
1980 Fairgrounds Road
Salem, Oregon

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 11 1959
FOR FILING

24-3606-01

5403

Feb. 11, 1959

C. A. Lantz
1053 S. Commercial St.
Salem, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5403, awarded Jan. 22, 1959,
> for Salem Storage Building Addition
> in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JAN 23 1959
FOR FILING

24-3606-31

5403

January 22, 1959

Cecil A. Lantz
1053 South Commercial
Salem, Oregon

Dear Sir:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5403 for the Salem Storage Building Addition in Marion County.

This award was based on your bid of $16,790.00 which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

K

RECEIVED
OCT 3 1958
FOR FILING

14-3606-61

2403

October 1, 1958

Oregon State Highway Commission

Gentlemen:

Reference is made to the proposed storeroom building at the Salem Shops. This building was the subject of discussion at the September 11 meeting of the Highway Commission. You questioned the priority of construction of the proposed storeroom building and the proposed sign shop building.

Our present plan, if agreeable to you, is to proceed with the calling for bids and contracting the proposed sign shop building. This building has been designed and plans are complete. Then during this fall and winter studies would be made for the new storeroom building and designs and plans completed so that bids could be called and the contract let early in the spring of 1959.

Preliminary estimates indicate that this building will cost $360,000. At the present time, we have an unassigned balance, aside from the sign shop cost, in our 1958 budget for "Improvements - Miscellaneous Properties" of $365,937, which includes the item of $275,000 budgeted for the State Police Building which will not be used.

If the Commission so desires, $360,000 could be carried forward from the 1958 budget to the 1959 budget and earmarked for the construction of the storeroom building.

It is my recommendation that this be done so that we can proceed with the planning, designing, and contracting of this worthy project but proceed immediately with the calling of bids for the sign shop building. This matter will be on the next agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS:er:ar

cc to: Mr. P. M. Stephenson
Mr. C. H. Maison

RECEIVED
JAN [illegible] 1958
FOR FILING

Salem, Oregon
January 21, 1958

Replacement of Equipment Parts
at the Salem Shops

Mr. Ivan D. Merchant
Bridge Engineer
Office

It is going to be necessary to start planning for the replacement of the equipment parts storerooms at our Salem Shops. This building cannot be built for a year or two, but we should start making studies now to determine the size, type, and location of this building, and to obtain estimates so that at some future date we can include in our budget an item for a new building.

At your convenience, would you have Mr. Schneider start on this assignment. Before doing any work, it will be necessary for him to confer with Mr. De France, Mr. Brunell, and myself.

I have asked Mr. De France and Mr. Brunell to start studying this situation so that eventually we can come to an agreement as to the type and size of building required.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. I. A. De France

26-3726 Rooster Rock St. Park 1959
Parking Area Ext.
#5404

26-3726

5404

VED
1959

A

NOTED
W. C. WILLIAMS

December 7, 1959

Rooster Rock State Park
Contract No. 5404

FINAL COST ANALYSIS
Grading and Paving
Contractor: Rogers Construction Co.
Resident Engineer: Clay Cornett

Columbia River Hwy.
Prefix 26-3726-421(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	1,086.90	1,500.00	1,086.90	1,500.00
Drainage Excav., Unclass.	142.60	Cu.Yd.	2.24	3.00	319.46	427.80
General Excav., Unclass.	51,459.7	Cu.Yd.	0.214	0.22	10,991.73	11,321.13
12" Corr.Metal Pipe	646	Lin.Ft.	2.91	3.00	1,880.34	1,938.00
Concrete Inlets, Type "GB"	7	Each	75.00	75.00	525.00	525.00
Temporary Wood Inlets	2	Each	50.00	60.00	100.00	120.00
Concrete Curbs	238.60	Cu.Yd.	50.00	50.00	11,930.00	11,930.00
Concrete in Islands	20.25	Cu.Yd.	40.00	40.00	810.00	810.00
Coarse Mat'l in Base	7,370	Cu.Yd.	1.95	2.50	14,371.50	18,425.00
3/4"-0 Mat'l in Base	2,290	Cu.Yd.	2.16	2.50	4,943.69	5,725.00
Preparation of Base	100%	All	357.26	400.00	357.26	400.00
3/4"-0 Mat'l in Bider Course	224	Cu.Yd.	3.53	4.25	791.01	952.00
RC-3 Asphalt in Binder Course	41.11	Ton	40.13	42.00	1,649.60	1,726.62
Class "B" Asphaltic Concrete	3,635.415	Ton	6.49	6.50	23,602.74	23,630.20
PA#1 Pit Run Material	1,500	Cu.Yd.	1.00	1.25	1,498.97	1,875.00
PA#2 Sprinkle	37.6	M-Gal.	1.60	2.00	60.01	75.20
PA#3 Stone Base	200	Cu.Yd.	2.10	2.50	420.99	500.00
PA#3 Class "B" Asph. Concrete	114.02	Ton	7.63	10.00	870.20	1,140.20
					$76,210.40	$83,021.15

Gross Revenue	$ 83,021.15
Total Cost	$ 76,210.40
Net Profit	$ 6,810.75

Net Profit equals 8.2% of Gross Revenue

DETAIL OF COST - Contract No. 5404

Labor:				
Labor			$ 5,119.80	
Labor Insurance			440.52	$ 5,560.32
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			12,979.15	
Gas, Oil, and Grease			1,103.50	
Move In			147.91	
Insurance and Bond			939.36	
Small Tools and Misc. Supplies			163.01	
Home Office and General Overhead			4,981.27	20,314.20
Materials:				
	(32 Bands	@ $2.17		
12" Corr. Metal Pipe	(646 Lin. Ft.	@ $2.17	1,471.26	
RC-3 Asphalt	41.11 Ton	@ $30.15	1,239.47	
85-100 Asphalt	224.78 Ton	@ $27.40	6,158.97	
Concrete	272.85 Cu. Yd.	@ $15.55	4,242.82	13,112.52
Subcontractors:				
Goldie Gentle	Concrete Inlets, Curbs & Islands		9,122.18	
Oregon Asphalt	Items 13, 14 and PA#3		15,537.24	
Rogers Inc.	Aggregates		12,563.94	37,223.36
		TOTAL COST		$ 76,210.40

Contract No. 5404 - Remarks

This was a "State Project" calling for clearing, grading, furnishing and placing of approximately 10,600 cubic yards of crushed materials, and construction of approximately 3,700 tons of asphaltic concrete pavement in parking and walkways.

The project was bid January 20, 1959, awarded January 22, 1959 and grading started March 2, 1959. Strong winds and rain caused intermittent delays but all work was completed May 20, 1959.

The contractor started clearing January 27, 1959. The equipment was already in the immediate vicinity of the project. Concrete was bought by Rogers Construction Company but Goldie Gentle formed and poured inlets, curbs and islands as a subcontractor. Oregon Asphalt mixed and layed asphaltic concrete and binder shot with Rogers buying the asphalts. Aggregates for base and 3/4"-0 were crushed and hauled from Corbitt Quarry where Rogers' crushing plant was crushing aggregates for Multnomah Falls to Sundial project.

Equipment used on project was: D-8 with dozer, D-9 with dozer, two TS-24 scrapers, model 12 blade, roller, 12-yard bottom dump trucks, 10-yard end dump trucks, and miscellaneous small tools.

The contractor operated very efficiently, and good equipment with minimum down time contributed to good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

[illegible]

[illegible]

26576

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 1, 1959

(CONTRACT NO.) 5404	(EST. NO.)	(CONTRACTOR)
5404	6 Final	Rogers Construction Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
15739	H248969	$ 2,493.46 7/1/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from March 2, 1959

Time Extensions: None of record

Completion Date: May 20, 1959

Date Accepted: May 28, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: July 3, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. A. Head
Asst. " Floyd Query
Secretary

Warrant Mailed: JUL 7 1959

NOTED ON CARD

RECEIVED
JUN 16 1959
FOR FILING

2-3736

5404

June 15, 1959

The Fidelity & Casualty Company of N. Y.
160 Pine Street
San Francisco 11
California

Gentlemen:

State Highway contract #5404 for parking area extension in Rooster Rock State Park on the Columbia River Highway in Multnomah County was completed May 20, 1959, by the contractor, Rogers Construction Co., and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $2,493.46 will be released to the contractor on or after June 25, 1959. The total contract amount is $83,021.15, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Fidelity & Casualty Company of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

RECEIVED
JUN - 8 1959
FOR FILING
26-3726

5404

June 5, 1959

The Fidelity & Casualty Company of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co., on contract #5404 for Rooster Rock State Park parking area extension on the Columbia River Highway in Multnomah County.

This payment, in the amount of $35,913.17 will be released to contractor on or after June 15, 1959. The retained percentage is $2,490.55.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Company of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

Form E-1-

A

OREGON STATE HIGHWAY DEPARTMENT

26 3726

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1959

Section Rooster Rock State Park

Kind of work Parking Area Extension

Highway .... County ....

Section prefix 26 - 3726

Contractor ....

Contract number 5404

Date of contract January 22, 1959

Specified work days 60

Date work started January 27, 1959

Work days used 54

Project authorization $ 100,665.00

Exclusive of engineering $ 93,506.60

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 82,943.08

Estimated per cent overrun or underrun Under 9.68 %

Per cent of contract completed, based on total contract price 96.8 %

Engineering authorization $ 7,158.40

Engineering cost to date $ 6,753.18, 94 %

Date project was completed May 20, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished paving Wednesday afternoon.

Contract completed.

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1959
NOTED-- CE ACE ACE COE

Signed Clay M. Cornett Resident Engineer

Address P. O. Box 1991, Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	55,000	10,600			3,700
Total quantities corrected to date	51,460	9,660			3,635
Estimated quantities moved or placed to date	51,460	9,660			3,635
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	16				

Men	7
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	8
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers 3, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

A

FORM E-123 5M 10-58

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 11 1959
FOR FILING
21-37 [illegible]
5404

Feb. 11, 1959

Rogers Const. Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5404, awarded Jan. 22, 1959, for Rooster Rock State Park Parking Area Extension in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

2-27-6

5404

January 22, 1959

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5404 for grading and paving the Rooster Rock State Park Parking Area Extension in Multnomah County.

This award was based on your bid of $85,680.00, which was the low bid submitted to the Commission on January 20, 1959, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ms
cc:
Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstong

FORM E-122 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN
FOR FILING

26-3726

January 15, 1959

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Rooster Rock Parking Area Extension
Rooster Rock State Park
Multnomah County

Gentlemen:

Bids on the above titled project will be received on January 20, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

This work involves the adjustment of a power pole which is located approximately 90 feet southerly from Highway Engineer's Station 22+30. This pole is located on State Park property under the terms of Permit No. 4906, dated September 14, 1956, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. Robert T. Ewen, Box 1991, Troutdale, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. C. H. Armstrong
Mr. A. G. Skelton
Mr. Robert T. Ewen
Mr. F. W. Farrar

RECEIVED
JAN 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

FORM E-122 5M 10-[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN [illegible]
FOR FILING

26-3726

5404

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 15, 1959

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Rooster Rock Parking Area Extension
Rooster Rock State Park
Multnomah County

Gentlemen:

Bids on the above titled project will be received on January 20, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

This work involves the adjustment of a power pole which is located approximately 90 feet southerly from Highway Engineer's Station 22+30. This pole is located on State Park property under the terms of Permit No. 4906, dated September 14, 1956, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. Robert T. Ewen, Box 1991, Troutdale, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. C. H. Armstrong
Mr. A. G. Skelton
Mr. Robert T. Ewen
Mr. F. W. Farrar

RECEIVED
JAN 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

31-8311 Elgin Rock Prod. Proj. 1959

#5405

RECEIVED

W C Williams

A

NOTED
W. C. WILLIAMS

April 8, 1960

Weston-Elgin & Wallowa Lake
Contract No. 5405

FINAL COST ANALYSIS

Rock Production
Contractor: E.H. Itschner Co.
Resident Engineer: L.V. Blickenstaff

Weston-Elgin & Wallowa Lake Hwys.
Prefix No. 31-8311

31-8311

5405

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	529.84	Cu.Yd.	3.50	2.28	1,208.86	1,854.44
1/2"-1/4" Cr.Mat'l in S.P.	5,613.87	Cu.Yd.	3.50	2.28	12,808.26	19,648.55
1/4"-#10 Cr.Mat'l in S.P.	5,656.17	Cu.Yd.	3.50	2.28	12,904.77	19,796.60
1/4"-0 Cr.Mat'l in S.P.	1,489.11	Cu.Yd.	3.50	2.28	3,397.47	5,211.89
Haul Adj. (Favor of State)	5,488.35	Yd.Mi.	0.10			-548.84
					$ 30,319.36	$45,962.64

Gross Revenue	$ 45,962.64
Total Cost	30,319.36
Net Profit	$ 15,643.28

Net Profit equals 34.03% of Gross Revenue

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

CRUSHING BREAKDOWN - Contract No. 5405

	Quantity	Unit	Cost	Unit Cost
Easements and Royalty	13,288.99	Cu. Yd.	2,994.04	.225
Feed Crusher	13,288.99	Cu. Yd.	5,592.50	.421
Crushing	13,288.99	Cu. Yd.	11,289.04	.849
Haul to Stockpile	13,288.99	Cu. Yd.	7,654.18	.576
Stockpile Crushed Materials	13,288.99	Cu. Yd.	2,789.60	.209
Total Cost in Stockpile	13,288.99	Cu. Yd.	$ 30,319.36	$ 2.281

The crushing plant operated 179.7 hours for an average of 73.94 cubic yards per working hour.

DETAIL OF COST - Contract No. 5405

Labor:		
Labor and Supervision	$ 5,965.67	
Labor Insurance	393.99	
Health and Welfare	37.02	$ 6,396.68
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	10,300.12	
Equipment Rental, Hired with Operator	6,477.83	
Gas, Oil and Grease	2,106.53	
Bond	445.42	
Home Office and General Overhead	815.24	
Insurance: P.L. and P.D.	557.53	
P.U.C.	215.44	
Small Tools and Misc. Supplies	470.65	
Easement	540.56	
Royalty on Gravel Deposit	1,993.36	23,922.68
TOTAL COST		$ 30,319.36

Remarks - Contract No. 5405

This was a "State Project" consisting of the production of 13,289 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Weston-Elgin and Wallowa Lake Highways in Union County.

This project was bid January 20th, awarded January 22nd, and completed August 5, 1959.

Prior to the starting of this project, the contractor had already moved onto a private gravel source, located near the Elgin Maintenance Station at M.P. 40.3, set up and crushed material for the Elgin (Division Street Project) and for a lumber mill.

The contractor started crushing for this project on May 4, 1959 and produced 1/4"-0 and 1/2"-1/4" material which was placed at stockpile site at M.P. 39.8.

Material for this project came from the gravel source mentioned above. The crusher was fed with a 3/4-cubic yard shovel, two dumptors, and a D-7 dozer. The crusher consisted of a feeder, primary jaw crusher, a Traylor cone crusher, a Telesmith cone crusher, one set of rolls, four screens, and one 4-bin bunker. The crushed material was washed before it entered the bunkers. L.L. Copes furnished all the hauling equipment.

After completing the crushed materials for sites, C, D, E, and F, the contractor stockpiled all the materials for sites A and B at site F because of the snow still covering these sites.

The crushing of all the required materials was completed June 4, 1959. The plant was dismantled and removed from the project and all other work suspended while waiting for the snow to melt at stockpile sites at M.P. 26.8 and M.P. 22.8.

The hauling of materials from site F to the above sites was started on June 29, 1959. Four days were needed to complete the contract.

The contractor made a very good profit due to being able to distribute the move in costs over the various other projectes. He also had a good bid price for the items.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5405	4 Final	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25430	71225	$1,378.88	10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcombe
ACCOUNTING DIVISION

Specified completion date: 80 workdays from March 2, 1959

Time Extensions: None of record

Completion Date: August 5, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
LC

RECEIVED
SEP 30 1959

FOR FILING
31-8511
[illegible]

B

September 30, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5405 for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County was completed by the contractor, E. H. Itschner Co., on August 5, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $1,378.88 will be released to the contractor on or after October 13, 1959. The total contract amount is $45,962.64, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

A

RECEIVED
AUG 31 1959
FOR FILING

[illegible]

5405

August 31, 1959

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on Contract No. 5405, for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

This payment, in the amount of $2,381.64, will be released to the contractor on or after September 10, 1959. The retained percentage is $1,378.88.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COM.

jmc

cc: Great American Insurance Co.
320 California St.
San Francisco 26, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

NOTED ON CARD
jmc
8/31/59

Form E-1—(Rev.)—

31 8311

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 8, 1959

Section Elgin Rock Production

Kind of work Rock Production

Highway Weston-Elgin County Union

Section prefix 31-8311

Contractor E. H. Itschner Co.

Contract number 5405

Date of contract Jan. 22, 1959

Specified work days 80

Date work started May 4, 1959

Work days used 53

Project authorization $51,778.13

Exclusive of engineering $48,096.13

Per cent of time elapsed 66 %

Estimated cost of completed project, exclusive of engineering $46,500.00

Estimated per cent overrun or underrun Underrun 7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,682.13

Engineering cost to date $1,077.00, 29 %

Date project was completed August 5, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked 3 days and finished the contract. We will remeasure the last 3 piles and final out this job next week.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1959
NOTED-- CE ACE ACE COE

NOTED
W. H. Juve

NOTED
C. E. PAULSEN

Signed J. V. Blickenstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			13,150		
Total quantities corrected to date			13,300		
Estimated quantities moved or placed to date			13,300		
Average daily quantities			400		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			4		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons 4

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Compaction rollers ...., Loader 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair all week.		
Thursday			
Friday			
Saturday			

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHE[illegible], MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 11 1959
FOR FILING
31-8311
5405

Mar. 10, 1959

E. M. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5405, awarded Jan. 22, 1959, for Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

31-8311

3405

January 22, 1959

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959, awarded to you State Highway Contract No. 3405 for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

This award was based on your bid of $46,925.00, which was the low bid submitted to the Commission on January 20, 1959, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ms
cc:
Tom Edwards
S. H. Probert
R. G. Savage, SIAC

F-102(3)   Eight Mile Cr. Br.   1959

#5406

RECEIVED
-- 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 30, 1959

(CONTRACT NO.) F 10223)	(EST. NO.)	(CONTRACTOR)	
5406	4 Final	R. L. Coats	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26555	81732	$ 1,780.18	10-29-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **140 workdays from February 1, 1959**

Time Extensions: **None of record**

Completion Date: **August 7, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 30, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

-- 1 10 1959

NOTED ON CARD

RECEIVED
OCT 19 1959
FOR FILING

F- [illegible] (3)

5406

October 16, 1959

American Surety Company
725 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5406 for construction of the Eight Mile Creek Bridge on The Dalles-Eight Mile Creek Section of The Dalles-California Highway in Wasco County was completed by the contractor, R. L. Coats, on August 7, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $1,780.18 will be released to the contractor on or after October 26, 1959. The total contract amount is $21,549.93, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
FEB 11 1959
FOR FILING
F-102(3)
5406

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Feb. 11, 1959

R. L. Coats
1270 Trenton Ave.
Bend, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5406, awarded Jan. 22, 1959, for Eight Mile Creek Bridge on The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED

FOR FILING

F-102(3)

5406

When replying, refer to
08-35.4-0

January 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5406 for Oregon Project F-102(3), Eight Mile Creek Bridge on The Dalles-California Highway to R. L. Coats of Bend, Oregon, low bidder in the amount of $20,910.00 at the January 20, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig Prodient

A

RECEIVED
JAN 23 1959
FOR FILING

F 02(2)

5406

January 22, 1959

R. L. Coats
1270 Trenton Avenue
Bend, Oregon

Dear Sir:

The State Highway Commission on January 22, 1959 awarded to you State Highway Contract No. 5406 for construction of Eight Mile Creek Bridge on The Dalles-California Highway in Wasco County.

This award was based on your bid of $20,910.00, which was the low bid submitted to the Commission on January 20, 1959, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
I. D. Merchant

RECEIVED
FOR FILING

F-102(3)

5406

When replying, refer to:
08-35

January 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-102(3), Eight Mile Creek Bridge on the Dalles-California Highway. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig
Andbert

34-1611 S.W. Laurelwood Dr. Traffic 1959
Signals on Beaverton-Hillsdale
#5407 Hwy.

A

24-1611

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 28, 1959

(CONTRACT NO.) 5407	(EST. NO.)	(CONTRACTOR)	
5407	3 Final	Cascade Electric Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18037	4402	$ 1,189.65	7/27/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapoeske
ACCOUNTING DIVISION

Specified completion date: **80 workdays from February 1, 1959**

Time Extensions: **None of record**

Completion Date: **June 17, 1959**

Date Accepted: July 2, 1959

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 29, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
EC

Warrant Mailed:
JUL 29 1959
JC

RECEIVED
JUL 15 1959
FOR FILING

[illegible]

5407

July 15, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5407 for traffic signal installation on the SW Laurelwood Avenue Section of the Beaverton-Hillsdale Highway in Washington County was completed by the contractor, Cascade Electric Company, on June 17, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,189.65 will be released to the contractor on or after July 27, 1959. The total contract amount is $6,798.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Company
C. M. Pratt, Resident Agent
404 Equitable Bldg.,
Portland, Oregon

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 19 1959
FOR FILING

24-1611

5407

Feb. 18, 1959

Cascade Electric Company
2125 N. Vancouver Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5407, awarded Jan. 22, 1959, for traffic signal installation on the S. W. Laurelwood Avenue Section of the Beaverton-Hillsdale Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
JAN 23 1959
FOR FILING

[illegible]

[illegible]

January 22, 1959

Cascade Electric Company
2125 N. Vancouver Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959, awarded to you State Highway Contract No. 5407 for S. W. Laurelwood Drive Traffic Signals on Beaverton-Hillsdale Highway in Washington County.

This award was based on your bid of $6,798.00, which was the low bid submitted to the Commission on January 20, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM:

mx
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
I. D. Merchant

I-5-1(6)53 Grants Pass-Jackson Co. 1959
Line Sec. of Reloc. Pac.
#5408 Hwy. (Grad.)

C4A
2050
C4A
2042

RECEIVED
OCT 2 1961
~~FOR FILING~~
[illegible]
5408

October 2, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $2,639.65 will be made to Morrison-Knudsen Co. Inc., on contract #5408 for grading the Grants Pass-Jackson County Line Section of Pacific Highway in Josephine County, as soon as the warrant is prepared

The total amount paid the contractor in connection with this contract will be $1,266,589.88, including the post-final payment. Of the total, $11,791.67 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
603 Hoge Bldg.,
Seattle
Washington

RECEIVED
AUG 28 1961
FOR FILING

11

5409

August 25, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Morrison-Knudsen Co. Inc., on contract #5408 for grading the Grants Pass-Jackson County Line Section of Pacific Highway in Josephine County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,263,950.23, including the post-final payment of $1,792.26. Of the total, $11,791.67 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
603 Hoge Bldg.,
Seattle
Washington

RECEIVED
AUG 7 1961
FOR FILING

I-5-1(6)53

5804

August 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering removal of topsoil from the pavement on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5804, in connection with Federal Aid Project No. I-5-1(6)53.

The area adjacent to the 7th St. Overcrossing was graded and topsoil placed in accordance with the plans and specifications of the contract. Before seeding and mulching could be done, rains washed much of the topsoil onto the pavement causing a traffic hazard. Cleaning of the pavement was done by the contractor.

This order has been verbally recommended for approval by the BPR Area Engineer. The order is in settlement of a legitimate claim by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 7 1961
FOR FILING

[illegible]

5408

August 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering a special connection to an existing wood siphon pipe on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

The 10-inch wood stave siphon pipe in the supply line to the reservoir was not included in the plans. The pipe had no shut off at the reservoir. The order covers extra work required to install new pipe and make the connection, after irrigating season, to the wood pipe. It has been verbally recommended for approval by the BPR Area Engineer.

This is in settlement of a legitimate claim by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 7 1961
FOR FILING

5408

August 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the installation of 1-inch drain valves in irrigation pipe on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

The irrigation pipe was installed according to the plans without drain valves at low points in the grade of the pipe. This order covers the excavation and provision for places to install the valves and has been verbally recommended for approval by the BPR Area Engineer.

This order is in settlement of a legitimate claim by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 7 1961
FOR FILING

5408

August 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering the removal and replacement of irrigation pipe due to fill widening on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

Fills were widened to use excess excavation material. Pipe conduits and irrigation pipe had been placed. This order covers extra work in removing and replacing the irrigation pipe in the conduits after they had been lengthened.

This work has been verbally recommended for approval by the BPR Area Engineer.

This order is in settlement of a legitimate claim by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 7 1961
FOR FILING

5408

August 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering the relocation of irrigation pipe on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

It was necessary to relocate a portion of the irrigation pipe after installation to meet requirements of the property owner. The plan of irrigation was changed due to the acquisition of property for right of way. The first installation was made to meet existing ditches.

This order has been verbally recommended for approval by the BPR Area Engineer. It is in settlement of a legitimate claim by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 22 1961

FOR FILING

I-5-1(6)53

5409

T

March 22, 1961

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Attention: J. A. Beyer, District Engineer

Dear Sir:

In this morning's mail we received your letter of March 20, 1961 protesting the amounts shown in Estimate No. 21, Final, on Contract 5406, particularly long overhaul Item 8 and some minor items brought about by changes in design. Attached to your letter was the contract payment voucher for Estimate No. 21, Final, in the amount of $39,206.16, which you state had been signed by Mr. Strandberg under protest.

The Estimate is being routed through normal channels for payment. Copies of your letter of protest are being forwarded to Mr. W. C. Williams, State Highway Engineer, and to Mr. Tom Edwards, Construction Engineer, for their consideration.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rj

cc: W. C. Williams
Tom Edwards
C. H. Maison

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

March 20, 1961

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

We are returning herewith the executed Estimate No. 21, Final, for Contract 5408 at Grants Pass, Oregon, which has been signed under protest.

We are in agreement with the quantities shown on the estimate for all items except the long overhaul Item 8 and some minor items of additional work brought about by changes in design.

These differences have been discussed with Mr. Glen Roberts, Resident Engineer, and Mr. L. R. Chandler. A meeting has been scheduled with these gentlemen for March 29th at which time it is expected that these items can be agreed upon.

We request that payment in the amount of $39,207.18 be made at this time with payment for the items in question to be made upon their final agreement.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

J. A. Beyer
Seattle District Engineer

JAB:meb
Enc.

Cc: Contract 2020 - Grants Pass

RECEIVED
MAR 14 1961

FOR FILES
I-5-1(6)53
Item 5408

W C Williams

NOTED
W. C. WILLIAMS

March 2, 1961

FINAL COST ANALYSIS
Grading

Grants Pass-Jackson County Line
Contract No. 5408

Contractor: Morrison-Knudsen Co. Inc.
Resident Engineer: Glen E. Roberts

Pacific Highway
Prefix No. 617-1041
Project No. I 5-1(6)53

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	35,000.00		33,394.67	35,000.00
*Removal of Curbs	111.6	Lin. Ft.	1.00	0.50	55.26	111.60
*Drainage Excavation	35,074.8	Cu. Yd.	1.50	2.40	84,188.69	52,612.20
*Structural Excavation	518.8	Cu. Yd.	4.00	7.60	3,941.45	2,075.20
*Embank. Foundation Excava.	7,629.04	Cu. Yd.	0.70	0.67	5,088.44	5,340.33
*General Excavation	1,984,687.2	Cu. Yd.	0.28	0.38	748,973.12	555,712.42
*Short Overhaul	5,475,136	Yd. Sta.	0.005	0.0053	29,163.37	27,375.68
*Long Overhaul	124,948.3	C-Yd. Sta.	0.50	0.58	72,084.55	62,474.15
*Finish R.B. & Slopes	5.69	Mile	800.00	1,354.24	7,705.68	4,552.00
*Rounding Cutbanks	27,274	Lin. Ft.	0.15	0.14	3,844.90	4,091.10
*Furnish & Place Topsoil	7,212.5	Cu. Yd.	1.75	1.12	8,111.09	12,621.88
*12" Corr. Metal Pipe	289	Lin. Ft.	3.50	4.41	1,275.06	1,011.50
*18" Corr. Metal Pipe	276	Lin. Ft.	5.00	5.05	1,393.84	1,380.00
*48" Corr. Metal Pipe	172	Lin. Ft.	19.50	20.12	3,461.10	3,354.00
*60" Corr. Metal Pipe	654	Lin. Ft.	26.00	28.45	18,608.10	17,004.00
*18" Conc. Culvert Pipe	7,734	Lin. Ft.	3.50	3.73	28,855.03	27,069.00
*24" Conc. Culvert Pipe	2,249	Lin. Ft.	4.50	4.27	9,609.96	10,120.50
*30" Conc. Culvert Pipe	252	Lin. Ft.	7.20	6.69	1,820.72	1,814.40
*36" Conc. Culvert Pipe	621	Lin. Ft.	10.00	9.47	5,877.87	6,210.00
*36" Conc. Culvert Pipe, Ex. Str.	1,998	Lin. Ft.	10.50	11.01	21,993.32	20,979.00
*29" Arch Type C.M.P.	60	Lin. Ft.	9.00	6.89	413.49	540.00
*58" Arch Type C.M.P.	310	Lin. Ft.	22.00	20.94	6,490.22	6,820.00
*72" Arch Type C.M.P.	364	Lin. Ft.	40.00	35.37	12,874.02	14,560.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*24" Corr. Mtl. Siphon Pipe	522	Lin. Ft.	10.00	9.30	4,854.93	5,220.00
*48" Corr. Mtl. Siphon Pipe	120	Lin. Ft.	22.00	35.88	4,305.38	2,640.00
* 6" Perf. Mtl. Dr. Pipe	13,588	Lin. Ft.	1.60	1.32	17,978.38	21,740.80
*&***Special Backfill	2,457.14	Cu. Yd.	5.00	4.81	11,822.56	12,285.70
*24" Sewer Pipe	471	Lin. Ft.	4.00	5.77	2,719.58	1,884.00
* 6" Coated Steel Pipe, 12 ga.	7,875.4	Lin. Ft.	1.75	1.56	12,274.25	13,781.95
* 8" Coated Steel Pipe, 12 ga.	2,336.2	Lin. Ft.	2.50	2.04	5,150.13	5,840.50
*10" Coated Steel Pipe, 12 ga.	497.2	Lin. Ft.	3.30	1.99	987.91	1,640.76
*12" Coated Steel Pipe, 12 ga.	1,912.8	Lin. Ft.	3.50	3.78	7,239.22	6,694.80
* 6" Gate Valves	49	Each	200.00	83.47	4,090.07	9,800.00
* 1" Drain Valves	11	Each	17.00	5.59	61.51	187.00
* 6" Mtl. Slide Gate 4' frame	12	Each	53.00	40.97	491.64	636.00
* 6" Mtl. Slide Gate 6' frame	1	Each	70.00	47.85	47.85	70.00
* 8" Mtl. Slide Gate 3' frame	4	Each	60.00	47.80	191.18	240.00
*12" Mtl. Slide Gate 3' frame	1	Each	75.00	47.72	47.72	75.00
*18" Mtl. Slide Gate 4' frame	1	Each	120.00	97.91	97.91	120.00
*18" Mtl. Slide Gate 6' frame	1	Each	120.00	99.90	99.90	120.00
*18" Culvert End Section	11	Each	46.00	37.29	410.22	506.00
*36" Culvert End Section	2	Each	145.00	135.02	270.03	290.00
**Concrete Inlets Type D	4	Each	75.00	103.60	414.38	300.00
**Concrete Discharge Basins	41	Each	75.00	107.15	4,393.23	3,075.00
**Concrete End Basins	29.95	Cu. Yd.	90.00	82.24	2,462.98	2,695.50
**Class A Conc. in Box Culverts	788.95	Cu. Yd.	58.00	54.47	42,974.68	45,759.10
**Mtl. Reinforce. in Box Culverts	187,511.2	Lbs.	0.15	0.13	24,376.46	28,126.68

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Cl. A Conc. in Structure	55.85	Cu. Yd.	90.00	81.62	4,558.26	5,029.20
**Mtl. Reinf. in Structure	4,540.5	Lbs.	0.15	0.13	590.27	681.08
*&**Concrete Ditch Lining	9,716.3	Sq. Yd.	6.00	5.92	57,479.52	58,297.80
*Metal Guard Rail	1,233.74	Lin. Ft.	3.10	1.94	2,395.37	3,824.59
*Type 2 Fence	3,946.71	Rod	5.00	4.61	18,207.13	19,733.55
***Coarse Cr. Mat'l in Base	25,571.17	Ton	2.50	2.30	58,813.69	63,927.93
***3/4"-0 Cr. Mat'l in Base	4,817.25	Tons	2.60	2.40	11,561.40	12,524.85
*&***Sprinkling	3,794.6	M-Gal.	3.30	3.20	12,165.87	12,522.18
***Preparation of Base	100%	All	1,500.00		1,250.00	1,500.00
***3/4"-0 Mat'l in Binder Crse.	616.81	Ton	4.25	3.35	2,066.31	2,621.44
***Furnish & Place Aggregate	2,197.375	Ton	4.25	3.45	7,580.96	9,338.84
***RC-3 Asphalt	51.74	Ton	55.00	48.50	2,509.37	2,845.70
***120-150 Asphalt	142.55	Ton	55.00	48.50	6,913.68	7,840.25
***RS-1 Asphalt	39.14	Ton	55.00	48.50	1,898.29	2,152.70
*PA#1 Bar Run Gravel Backfill	118	Cu. Yd.	2.00	1.31	154.00	236.00
**PA#2 Cl. A Conc. in Walls	98.7	Cu. Yd.	70.00	62.08	6,127.46	6,909.00
**PA#2 Mtl. Reinf. in Walls	14,427.2	Lbs.	0.15	0.13	1,875.54	2,164.08
*PA#3 6"x2" Pipe Reducer	6	Each	21.45	21.45	128.70	128.70
*PA#3 6"x1-1/2" Pipe Reducer	1	Each	21.45	21.45	21.45	21.45
**PA#4 Concrete Manholes	2	Each	225.00	225.00	450.00	450.00
*PA#5 Cr. State furn. & Place Topsoil	7,212.5	Cu. Yd.	0.10			-721.25
*PA#6 Install 58" Arch Type Metal Pipe	160	Lin. Ft.	8.06	6.54	1,046.40	1,289.60
*PA#7 Purch. Exc. Mtl. Fence Posts	30	Each	0.959	0.959	28.77	28.77

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA#7 Purch. Exc. Mtl. Corner Posts	5	Each	7.83	7.83	39.15	39.15
*PA#8 Excess 6" Mtl. Perf. Dr. Pipe	1,768	Lin. Ft.	0.8232	0.8232	1,455.42	1,455.42
*PA#8 Excess 6" Mtl. Perf. Bds.	88	Each	1.0486	1.0486	92.28	92.28
*&**Force Account					9,824.77	10,666.91
					1,466,220.11	1,262,157.97

	Gross Revenue	Total Cost	Profit	Loss	Total Loss
*Morrison & Knudsen Co.	993,396.64	1,215,757.80		222,361.16	
**Inter-City Sand & Gravel Co.	153,487.44	145,702.74	7,784.70		
***M.C. Lininger Co.	115,273.89	104,759.57	10,514.32		
	$1,262,157.97	$1,466,220.11	$18,299.02	$222,361.16	$204,062.14

	% Profit	% Loss
Morrison & Knudsen Co.		22.4
Inter-City Sand & Gravel Co.	5.1	
M.C. Lininger Co.	9.1	

Net Loss equals 16.2% of Gross Revenue

DETAIL OF COSTS - Contract No. 5408

Labor:					
Labor				$ 532,910.80	
Labor Insurance				39,968.31	
Health, Welfare and Pension				24,094.27	$ 596,973.38
Materials:					
12" Corr. Mtl. Pipe and Bands	289	Lin. Ft.	@ $2.12	612.06	
18" Corr. Mtl. Pipe and Bands	276	Lin. Ft.	@ $2.95	814.98	
48" Corr. Mtl. Pipe and Bands	172	Lin. Ft.	@ $15.30	2,631.60	
60" Corr. Mtl. Pipe and Bands	654	Lin. Ft.	@ $20.91	13,673.10	
18" Conc. Culvert Pipe	7,728	Lin. Ft.	@ $2.25	17,388.00	
24" Conc. Culvert Pipe	2,241	Lin. Ft.	@ $2.92	6,543.72	
30" Conc. Culvert Pipe	252	Lin. Ft.	@ $4.40	1,108.80	
36" Conc. Culvert Pipe	621	Lin. Ft.	@ $6.25	3,881.25	
36" Conc. Culv. Pipe, Ext. Str.	1,998	Lin. Ft.	@ $7.15	14,285.70	
29" Arch Type C.M.P. & Bands	60	Lin. Ft.	@ $4.88	292.64	
58" Arch Type C.M.P. & Bands	310	Lin. Ft.	@ $16.46	5,102.50	
72" Arch Type C.M.P. & Bands	364	Lin. Ft.	@ $30.63	11,150.68	
24" C.M. Siphon Pipe and Bands	522	Lin. Ft.	@ $ 7.37	3,847.80	
48" C.M. Siphon Pipe and Bands	120	Lin. Ft.	@ $17.74	2,128.40	
6" Perf. Mtl. Dr. Pipe and Bands	13,588	Lin. Ft.	@ $0.89	12,120.12	
24" Conc. Sewer Pipe	471	Lin. Ft.	@ $2.32	1,092.72	
6" Coated Steel Pipe, 12 ga.	7,875	Lin. Ft.	@ $0.99	7,855.31	
8" Coated Steel Pipe, 12 ga.	2,336	Lin. Ft.	@ $1.34	3,137.25	
10" Coated Steel Pipe, 12 ga.	497	Lin. Ft.	@ $1.63	811.60	
12" Coated Steel Pipe, 12 ga.	1,912	Lin. Ft.	@ $1.97	3,772.38	
Guard Rail Material				2,022.03	
6" Gate Valve	49	Each	@ $71.50	3,503.50	
1" Drail Valve	11	Each	@ $2.00	22.00	
6" Mtl. Slide Gate 4' Frame	12	Eachq	@ $38.60	463.20	
6" Mtl. Slide Gate 6' Frame	1	Each	@ $41.75	41.75	
8" Mtl. Slide Gate 3' Frame	4	Each	@ $41.75	167.00	
12" Mtl. Slide Gate 3' Frame	1	Each	@ $35.50	35.50	
18" Mtl. Slide Gate 4' Frame	1	Each	@ $61.75	61.75	
18" Mtl. Slide Gate 6' Frame	1	Each	@ $62.20	62.20	
18" Mtl. End Section	11	Each	@ $22.70	249.70	
36" Mtl. End Section	2	Each	@ $98.68	197.36	
Mortar Mix	542	Sacks	@ $1.60	867.20	
Special Backfill Rock	2,460	Cu. Yd.	@ $2.10	5,166.00	
Type 2 Fence Material				10,196.42	135,306.22

Cont'd . . . .

DETAIL OF COSTS CONT'D - Contract No. 5408

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	$ 327,721.63	
Gas, Oil and Grease	62,530.46	
Bond	7,483.61	
P.U.C.	1,547.80	
P.L. and P.D. Insurance	6,661.39	
Explosoves	32,582.00	
Small Tools and Miscellaneous Supplies	7,542.85	
Freight and Cartage	15,400.50	
Amt.Pd. Inter-City Sand & Gravel Co., for Concrete Work	133,616.93	
Amt.Pd. Robinson & Robinson for installing Type 2 Fence	7,893.42	
Amt.Pd. M.C. Lininger for furnishing rock & placing asphalt	103,977.52	
Home Office and General Overhead	25,782.40	
Field Office	1,200.00	733,940.51
TOTAL COST		$1,466,220.11

Remarks - Contract No. 5408

This was a "Federal Aid Interstate Project" calling for the grading of 5.68 miles of highway roadbed on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County.

The contract was bid January 20, 1959, awarded January 30, 1959. Work started February 2, 1959 and the project was completed June 16, 1960.

The contractor moved in two D8 cats with clearing dozers and a crew of 11 men on February 2nd and started the clearing operation which required approximately three months to complete. A very small profit was realized on this item.

The contractor started the excavation on March 16th with two TS 24 scraper units, one D9 push cat, one D8 cat and ripper and one D6 cat and dozer on the fill. Fair progress was made on the excavation until solid rock was encountered. This material required a considerable amount of drilling and shooting. There was more solid rock than the contractor anticipated which resulted in slower progress. The drilling equipment consisted of two 600 c.f. compressors and two air trac drills. After the material was drilled and blasted, the contractor moved in one 2-1/2-cubic yard shovel, four Euclid end dump trucks, one TC12 tractor and dozer, two DW 21's and two cat #12 blades. A loss was suffered on the excavation.

All concrete work was subcontracted by Inter-City Sand & Gravel Co. This work consisted of two box culverts, twelve reinforced concrete irrigation structures, concrete end basins, concrete inlets and a large portion of the concrete ditch lining. Good progress was made on these items and a fair profit realized.

The Type 2 fence was installed by Robinson & Robinson, fencing contractors. The prime contractor purchased the material and delivered it to the project. A small profit was realized on this item.

The furnishing and placing of the crushed rock base and the furnishing and placing of the oiling was subcontracted by M.C. Lininger & Sons at below bid prices. The crushing contractor moved in his 3-crusher portable plant to a private gravel source near the Rogue River. Good progress was made on the crushing work. The subcontractor hired Hughes & Dodd, oiling contractors, to do the oiling work. The equipment used on the crushing work was one 1-cubic yard shovel, two 10-cubic yard dump trucks and one D6 cat feeding the crusher. The equipment used on the oiling consisted of one distributor, five 8-cubic yard trucks and two rollers. Good progress was made on the crushing and oiling.

The contractor had good bid prices, with the exception of the excavation, good equipment and good supervision but the low price on the excavation resulted in a loss on the project.

M.N. Juve
Chief Cost Analyst

By George Kayser

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5408

February 21, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5408 for grading the Grants Pass-Jackson County Line Section of Pacific Highway in Josephine County was completed by the contractor, Morrison-Knudsen Co. Inc., on June 16, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $39,206.18 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,262,157.97, of which amount $10,666.91 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
603 Hoge Bldg.,
Seattle
Washington

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December 19, 1960

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Attention: Mr. R. N. Madsen
Assistant District Manager

Gentlemen:

I am in receipt of a copy of your letter of December 10 to Mr. L. R. Chandler concerning cash discounts.

Included in the contract which your company executed on page 26 you will find the following wording:

> ". . . . it will be assumed that the contractor or his subcontractor has taken advantage of all possible discounts on bills for materials and supplies, and such discounts will be subtracted from the total amounts of bills regardless of any failure of the contractor to take advantage of same."

We cannot, therefore, concur in your position.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. F. D. Morgan

TS:jw fn

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

December 10, 1960

Oregon State Highway Department

Roseburg, Oregon

Attention: Mr. L. R. Chandler, Asst. Division Engineer

Subject: Cash Discounts on Price Agreements

Morrison-Knudsen Co., Inc. agrees to the deduction of cash discounts, where applicable, from Price Agreements covering 6" perforated pipe and bands and from fence posts being purchased by the Oregon State Highway Department from our Contract 2020, Grants Pass, Oregon.

This company wishes to go on record as being opposed in principle to the passing on of cash discounts. As the basic purpose of this allowance by our suppliers is a payment for the quick return of their capital in less than 30 days, it in no way applies in this instance.

Yours very truly,

R. H. Madsen

R. H. Madsen
Asst. District Manager

cc Mr. Tom Edwards
Construction Engineer
Salem, Oregon

CONSTRUCTION DIVISION
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December 6, 1960

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Pailing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morrison-Knudsen Co. Inc., on contract #5408 for grading the Grants Pass-Jackson County Line Section of Pacific Highway in Josephine County.

This payment, in the amount of $3,795.48, will be released to contractor on or after December 16, 1960. The retained percentage is $37,506.52.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
603 Hoge Bldg.,
Seattle
Washington

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FOR FILING

1-5-1(6)53

5408

November 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the relaying of 18-inch concrete pipe on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

Foundation for the 18-inch concrete pipe at Station 212+63 failed, allowing the joints to separate and the pipe to become inoperative due to the breaks and filling. The failure was not due to the negligence of the contractor. It is necessary to remove the pipe, stabilize the foundation, then relay the pipe.

This work has been verbally approved by the BPR Area and District Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

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5408

October 21, 1960

Robinson and Robinson
Rt. 2, Box 318
Moses Lake, Wn.

Attention: Mr. L. C. Robinson

Gentlemen:

This is in reply to your letter of October 18 concerning the status of Morrison-Knudsen Co., Inc. Contract No. 5408 for grading the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County.

This project was completed June 16, 1960 but as yet has not been accepted by the State Highway Commission.

The retained percentage has not been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

L. C. ROBINSON, MGR.

ROBINSON AND ROBINSON
FENCING CONTRACTORS

Rt 2 Box 318, Moses Lake Wn

Oct [illegible]

Dept of Highway
Oregon State
Salem, Oregon

Dear Sirs:

As a sub contract with Morrison-Knudsen Co on the Grants Pass-Jackson County Line Section, Pacific Highway, Ore- please by return mail indicate when the job was accepted by Oregon State- And when the retainage was paid- State Highway Contract No 5408

Completed, June16,60
Not accepted yet
retained percentage of 3% still holding

Thanking you in advance.

RECEIVED
OCT 20 1960
OREGON
STATE HIGHWAY COMMISSION

Sincerely
L.C. Robinson
Robinson & Robinson

CC, please reply
TG

NOTED

14

Form ~~[illegible]~~
1-5-1(6)53

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6th, 1960

Section Grants Pass - Jackson County Line
Highway Pacific County Josephine
Contractor Morrison - Knudsen Co., Inc.
Date of contract January 30th, 1959
Date work started February 2nd, 1959
Project authorization $1,550,689.59
Exclusive of engineering $1,440,418.33

Kind of work Grading
Section prefix 617 - 1041
Contract number 5408
Specified work days 200
Work days used 184
Per cent of time elapsed 92.0 %

NOTED
W. C. WILLIAMS

Estimated cost of completed project, exclusive of engineering $1,401,171.50
Estimated per cent ~~overrun~~ underrun 2.7 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $110,271.26
Engineering cost to date $110,600, 100.3 %
Date project was completed June 16, 1960
~~Expect Final Estimate Sept. 10, 1960~~

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	Box Culv., Etc. 100%	100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office working on final computations.

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960
NOTED- ☐ U B ☐ ☐
CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed H. E. Roberts.
Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.68	3.37		3.37	
Miles partially completed	None	None		None	
Miles completed	5.68	3.37		3.37	
Total estimated quantities (contract)	2,000,000	36,000		2,855 T. Agg. 255 T. Oil	
Total quantities corrected to date	1,940,000	30,383		2,814 T. Agg. 200 T. Oil	
Estimated quantities moved or placed to date	1,940,000	30,383		2,814 T. Agg. 200 T. Oil	
Average daily quantities	None	None		None	
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

.RSM
R58 CON 106 2-60 2:26PM

MORGAN:

THE GRANTS PASS-JACKSON COUNTY LINE GRADING PROJECT WAS COMPLETED ABOUT TWO MONTHS AGO. ROBERTS ESTIMATES IT WILL TAKE ANOTHER MONTH BEFORE HE SUBMITS THE SEMI-FINAL. THIS IS TOO LONG A OXX PERIOD FOR GETTING OUT A SEMI-FINAL. PLEASE EXPEDITE THE WORK USING EXTRA HELP IF NECESSARY.

KLABOE
JK 4.

.LGM

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FOR FILING
[illegible]

July 25, 1960

Fidelity & Deposit Company
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Morrison-Knudsen Company, Inc., a portion of the funds heretofore retained by the Commission on contract #5408 for grading the Grants Pass-Jackson County Line Section of Pacific Highway in Josephine County.

This payment, in the amount of $34,926.34, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $37,114.08. The present payment will be released on or after August 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co.,
Baltimore 3
Maryland

A

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FOR FILING

I 5-1 (6) 53

5408

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 16, 1960, on Contract No. 5408, Grants Pass-Jackson Co. Line Section, in Josephine County, in connection with Federal Aid Project No. I-5-1(6)53.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:bb
cc: Clarence G. Swenson

A

FORM E-123-X 50M

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FOR FILING
F-5-1(6)53
5408

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

ATTENTION: Mr. Florian Mills

Dear Sir:

Reference is made to Contract No. 5408, Grants Pass-Jackson County Line Section of the Pacific Highway, under contract to the Morrison-Knudsen Company.

Due to a conflict between the bridge and grading contractors, it is requested that items of surfacing listed below for the "BD" and "F-1" lines be eliminated from this contract and added to the upcoming Grants Pass-Evans Creek surfacing contract.

1. Beacon Drive, 600 lineal feet.

    (a) 3/4"-0 material, 205 tons
    (b) Sprinkling, 5-M gallons
    (c) Preparation of base, .11 of a mile, all
    (d) 3/4"-0 material in binder, 28 tons
    (e) Furnish and place aggregate, 80 tons
    (f) RC-3 oil, 2 tons
    (g) 120-150 asphalt, 5 tons
    (h) RS-1 oil, 1 ton

2. F^1 line, 470 lineal feet.

    (a) 3/4"-0 material, 165 tons
    (b) Sprinkling, 5-M gallons
    (c) Preparation of base, .08 of a mile, all
    (d) 3/4"-0 material in binder, 22 tons

(e) Furnish and place aggregate, 65 tons
(f) RC-3 oil, 2 tons
(g) 120-150 asphalt, 4 tons
(h) RS-1 oil, 1 ton

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc W. C. Williams

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RECEIVED
APR - 1 1960

FOR FILING

I 5-1(6)53

5408

March 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering removal and replacement of concrete ditch lining on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

Local drainage seeped between the ditch linings and earth bank and as the ditch was empty this flow lifted the lining, cracking it in several areas and leaving it above the ditch grade. It is necessary to remove some areas and repair others. The seepage which caused the damage has been sealed off.

Rates and percentages allowed will be in accordance with A. G. C. agreement and provisions of this contract.

This order has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lt

Enc.

A

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I 5-1(6)53

When replying, refer to:
08-35.4-DB

408 State Highway Building
Salem, Oregon

December 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

In your letter of November 10, 1959 relating to Federal-aid Project I-5-1(6)53, Grants Pass-Jackson County Line, you questioned our determination that adjustment of a utility line would not be eligible for Federal participation.

In this instance, the line has been moved as a participating item and the matter in question involved a possible second re-adjustment of the line should the State request such re-adjustment under certain conditions. These conditions were: detrimental to the interests of said highway and proper maintenance, or re-construction of the highway. It seems quite clear that if the original adjustment was made in accordance with PPM 40-2 and policies previously established, that there should be no occasion for re-adjustment except for re-construction or widening. If re-adjustments were required due to the necessity of procuring additional R/W in connection with re-construction being performed as a Federal-aid project, such re-adjustments of the utilities could be considered as a participating item.

In view of the above discussion we approve the agreement with the understanding that Federal participation will be limited to future adjustment of the utility which is made necessary by re-construction or widening of the present highway but not for the other reasons stated in the agreement.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
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2-5-1([illegible])58
5458

November 10, 1959

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File [illegible]-35.4-[illegible]
FAI [illegible]-5-1(4)53

Dear Sir:

Reference is made to your letter of November 2 and more particularly to the last paragraph. While it does not appear that this is a matter of immediate concern, it is best that these differences of opinion be resolved as our program progresses and before the basic facts become obscured by time. It is our belief that you have adopted an untenable position regarding the payment for future moves of a utility when said utility is allowed to occupy right of way by permit.

The basic facts relating to the instant case are as follows:

1. The Pacific Telephone and Telegraph Company had a private easement for a telephone line from approximately Station [illegible] to [illegible]. Construction of the Interstate Highway required that a section of the line from Station [illegible] to [illegible] be moved.

2. The Telephone Company could have moved the line onto a new easement for which the State and Federal Government would have been obligated to reimburse the Company under the provisions of PPM 30-4.

3. Had the Telephone Company relocated on a private easement just outside of the right-of-way line, any future move of its facility required by widening or relocation would have to be paid for by the State and Federal Government.

4. In the present case, the right of way was of such width and frontage roads so located that the line could be located outside of the access control lines on the right of way without having to go to the expense of a private easement. A permit was issued to the Pacific Telephone and Telegraph Company to substitute

for the easement but with the clause that future moves would be at the expense of the State which of course implies federal participation to statutory limits.

5. From the action set forth in paragraph 4 above, the State and Federal Government realised a saving in the amount an easement for the line would have cost. This also served to make a much simpler transaction with a considerable saving in red tape.

6. The location of this utility on the right of way is in conformance with "A Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways" which is supposed to provide as guidance in these matters.

From the ruling set out in your letter, it appears that the Federal Government wishes to "have the cake and eat it too". This ruling is more far reaching than just the present case, as we have others pending of a like nature. We do not believe it to be equitable and ask that you review it and advise us of your decision. In the event that your decision is adverse to our present practice, we will, of course, in the future require the utilities to relocate on private easements, although, in our opinion, this would be a useless expense.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Walter T. Wright
Mr. R. B. Sipprell

LHY:fp fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-DB

408 State Highway Building
Salem, Oregon

November 2, 1959

INFO ON BACK OF PAGE

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. P. Hamilton
Utilities Permit Engineer

Dear Sir:

Reference is made to your letter of October 30, 1959 concerning a revision of the Pole Line Permit on the Grants Pass-Jackson County Line Section of Interstate Project I-5-1(6)53. The addition of the paragraph to the permit as suggested in your letter is satisfactory.

Our approval of this amendment is with the understanding that the cost of any future relocation of the pole line will not be eligible for Federal participation.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

CONSTRUCTION DIVISION
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CE ACE ACE COE
CBaker

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NOV - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

PT&T

Grants Pass-Jackson Line job

Parallel line between
Sta 225+46 (MP 264.20) and Sta 244+20 (MP 264.55)
North side of frontage Rd

Underground conduit crossings (steel conduits)
Sta 139+00 (MP 262.56) Coax cable
Sta 245+30 (MP 264.57) } exchange cables
Sta 269+90 (MP 265.40) } Local Service

Line was relocated Sta 234-245 & Xing @ 269
Rest of line is left in original location.

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FOR FILING

I-5-1(6)53

5408

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

[illegible]
Salem, Oregon

[illegible]

[illegible]
State Highway Engineer
Salem, Oregon

Re: Grants Pass-Jackson County Line Section,
Pacific Highway
Contract No. 5408, Josephine County
Project No. I-5-1(6)53

Dear Sir:

In your letter of November 3, 1959, you submitted revised sketch maps for additional work to be done in extending a water service on the above project and requested approval of the additional $200.00 increase in the estimate. The revised sketch maps for this work are approved as being supplemental to the Utility Agreement of January 22, 1959 between the city of Grants Pass and the State of Oregon and to the permit issued to the city of Grants Pass. We also approve the additional $200.00 increase in the estimate due to this extended water service. This supplemental work is considered to be within the present authorization. Approval is subject to the provisions of PPM 30-4.

One approved copy of the sketch is returned herewith.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

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I-5-1(6)53
5408

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Grants Pass-Jackson County Line
Section
Pacific Highway
Contract No. 5408
Josephine County
Project No. I-5-1(6)53

Dear Sir:

Herewith are three revised prints of the sketch map submitted by the City of Grants Pass for the additional work to be done in extending a water service on the above named project. The request for the addition was originally made on July 6, 1959, and approval of the agreement was made on May 29, 1959. Authorization to proceed with the work was given on February 13, 1959.

Approval of the additional $200 in estimate is requested.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

GHB:fp

Enc.

cc Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
NOV - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-129-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
NOV - 2 1959
FOR FILING
I-5-1(6)53

October 30, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

re: Pole Line Permit
The Pacific Tel. and Tel. Co.
Grants Pass-Jackson Co. Line Sect.
Pacific Interstate Hwy.
Project No. I-5-1(6)53

Dear Sir:

On September 10, 1959 we submitted to your office a permit we proposed to issue to The Pacific Telephone and Telegraph Company, covering a parallel pole line and three underground crossings located between Stations 139+00 and 245+30 on the subject-named highway. Your approval of the proposed permit was granted on September 14, 1959.

We now propose to add an additional provision to this permit; said provision to read as follows:

> "It is hereby acknowledged that the facilities to be constructed under this permit were originally located on private property by easement, and that the relocation was made at the direction and expense of the State. In this respect, it is hereby provided that, as a condition of this permit, if at any time in the judgment of the State Highway Commission the presence of the facilities on highway rights of way as described in this permit are detrimental to the interests of the said highway or to the proper repair, maintenance, or reconstruction of same, the said facilities shall be relocated at the expense of the State."

The facilities covered by the permit were originally located on private property covered by easements. Their relocation was necessitated by highway construction. In view of this, the telephone company is unwilling to accept our standard pole permit and are requesting that the State grant easements covering their relocated facilities to protect them against the costs of any future relocations which may be required by highway construction or revision.

As an easement on Interstate right of way would be considered objectionable, we would propose to satisfy the telephone company's request by revising the pole permit to include the above described provision. This would be acceptable to the telephone company as their only concern is for protection against the costs of any future move required by the Highway Department.

Considering that we have acquired the property containing the telephone company's still valid easement, it would seem that their request is reasonable and proper.

Will you please advise us if the inclusion of the described provision into the proposed permit meets with your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw

cc: P. M. Stephenson

bcc: Walt Wright
L. H. Young

NOTED
P. M. STEPHENSON

RECEIVED

FORM E-123-X 50M 8-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~ROBERT B. CHESSMAN, MEMBER~~ Glenn L. Jackson
~~ASTORIA~~ Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5-1(6)53

5-21

September 10, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Line Permit
Pacific Interstate Highway
Grants Pass-Jackson Co. line sect.
Project No. I-5-1(6)53

Dear Sir:

Attached hereto are two copies of a permit we propose to issue to The Pacific Telephone and Telegraph Company, covering a section of aerial pole line and three underground cable crossings, to be located on the subject-named project between Station 139+00 and Station 245+30.

The installations covered by this permit are revisions of the utility company's existing facilities which require relocation due to highway construction. The greater portion of the cost of this work is to be reimbursed by the State. This is in accordance with the agreement and estimate approved by your office on April 7, 1959.

We believe the provisions of this permit are in accordance with the existing policies governing utility installations on Interstate Highway rights of way; and, therefore, recommend your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: P. M. Stephenson
R. L. Porter
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED

RECEIVED

When replying, refer to
I-5-1(6)53 08-35.4

5408

408 State Highway Bldg.
Salem, Oregon

September 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Grants Pass-Jackson County Line Section,
Pacific Highway, I-5-1(6)53
Contract No. 5408 State F.O. # 4
Seeding, fertilizing and mulching on
cut and fill slopes. Estimated Cost
$15,200 - Federal funds $13,900

Dear Sir:

Reference is made to your letter dated August 19, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

orig
Printer

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FORREST COOPER

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AUG 24 1959
FOR FILING

[illegible]

5400

August 19, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5400, in connection with Federal Aid Project No. I-5-1(6)53.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment, operated by experienced crews, to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $15,200.00, with Federal participation of $13,900.00.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

FORM E-123-X 50M 2-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
Glenn L. Jackson, MEMBER
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

August 14, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Grants Pass-Jackson Co. Line Section
Project I-5-1(6)53
City of Grants Pass
Pipe line Permit

Dear Sir:

Please refer to your letter to Mr. W. C. Williams, dated August 3, 1959, (your file 08-35.4-DB) granting conditional approval of the subject-named permit. We wish to refer particularly to the last paragraph of your letter, which states: "It is our understanding that the cost of the adjustment of the pipe line will be borne by the City and that no reimbursement from Federal funds will be requested".

On the contrary, the cost of adjusting the water lines covered by the proposed permit is to be borne by the State. This is in conformance with an agreement between the State and the City of Grants Pass, dated January 22, 1959. Your approval of this agreement and the estimate of cost was granted in your letter to Mr. W. C. Williams, dated May 29, 1959 (your file 08-35.5).

Attached, hereto, is a revised version of the permit we propose to issue to the City of Grants Pass. In comparison with the original permit we submitted for your approval on July 30th, you will note Paragraph 10 of the General Provisions has been struck out. This paragraph is a standard clause in our pipe line permit form which provides for all costs to be borne by the Permittee; through an oversight this clause was inadvertently allowed to remain in the provisions of the original proposed permit. In addition to this, we have included in the revised permit a special provision which specifies the State will reimburse the City for their incurred costs of the installation as provided by the terms of the aforementioned agreement. All other provisions of the permit remain unchanged.

We respectfully request your consideration of the attached revised permit and if the same meets with your approval, will you please return the permit we submitted previously.

NOTED
P. M. STEPHENSON

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

NOTED
G. W. ROSS

RPH:dw
Encl.

cc: P. M. Stephenson
R. L. Porter

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[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1959
FOR FILING
I5-1(6)53

5408

When replying, refer to:
08-33.4-08

408 State Highway Building
Salem, Oregon

August 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 30, 1959 transmitting a permit you propose to issue to the City of Grants Pass covering the adjustment of water lines adjacent to Interstate Highway Project I-5-1(6)53.

The permit is considered satisfactory and is approved. Approval is with the understanding that all construction and maintenance of the pipe line will be in accordance with "A Policy on Accommodations of Utilities on the National System of Interstate and Defense Highways" as approved by the AASHO Executive Committee on June 11, 1959.

It is our understanding that the cost of the adjustment of the pipe line will be borne by the city and that no reimbursement from Federal funds will be requested.

Very truly yours,

C. C. Polk
Division Engineer

Copies to
Edwards
Porter
Hamilton

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FORM E-123-X- 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5-1(6)53

5408

July 30, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Subject: Pacific Interstate Highway
Grants Pass-Jackson Co. Line Section
Project I-5-1(6)53
Pipe Line Permit

Dear Sir:

Attached hereto is a copy of a permit we propose to issue to the City of Grants Pass, covering water pipe lines located at the overcrossing of Beacon Drive on the subject-named project.

These pipe lines were in existence at the locations indicated in the permit prior to the right of way acquisitions on this section, and required relocating only to the extent that they be lowered to conform to the revised grade of Beacon Drive. Authorization from the Bureau of Public Roads to proceed with the relocation and approval of the agreement between the Oregon State Highway Commission and the City of Grants Pass covering the relocation was granted in your letters of February 13, 1959 and May 29, 1959 respectively to Mr. W. C. Williams (your file 08-35.5).

We believe the conditions of the permit authorizing the facility to remain on highway right of way are in accordance with the policies presently governing such installations; and, therefore, recommend your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encl.

cc: P. M. Stephenson
J. F. Putnam
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 31 1959
FOR FILING

When replying, refer to
08-35.8

I-5-1(6)53

408 State Highway Bldg.
Salem, Oregon

July 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Subcontractor's Payrolls,
Grants Pass-Jackson County Line
I-5-1(6)53

Dear Sir:

To date no payrolls have been received in this office from Robertson & Robertson, fencing subcontractors for the above project. According to our records this subcontract was approved May 15, 1959 and fencing operations started soon thereafter.

Your assistance in checking this matter is requested.

Very truly yours,

C. G. Polk
Division Engineer

orig
Benton

RECEIVED
JUL 17 1959
FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

1-5-1(6)53
When replying, refer to
08-35.4-08 [illegible]
5408

I-5-1(6)53

408 State Highway Building
Salem, Oregon

July 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

In your letter of July 13, 1959 you requested approval of a proposed pole line permit to be issued to the Pacific Telephone and Telegraph Company covering the adjustment of this utility line on Interstate Project I-5-1(6)53. The permit is considered satisfactory and is approved.

Approval is with the understanding that construction and maintenance of the line will be in accordance with "A Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways", as approved by the AASHO Executive Committee on June 11, 1959.

Approval of this permit is not to be construed as authority to proceed with the reimbursable work. Such authority must await submission and approval of the State-Utility agreement and estimate.

Very truly yours,

C. G. Polk
Division Engineer

for Ed Hamilton

FORM E-139-X 20M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~[illegible]~~, MEMBER Glenn L. Jackson
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(6)53

July 13, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Pole Line Installations
Pacific Interstate Hwy.
Project I-5-1(6)53

Dear Sir:

Attached hereto is a copy of a pole line permit we propose to issue to The Pacific Telephone and Telegraph Company, covering their facilities to be located on the right of way of the Grants Pass-Jackson County Line Section of the Pacific Interstate Highway.

These installations, as shown on the plan attached to the permit, are revisions of the Company's existing facilities made necessary by highway construction.

The proposed pole line crossing at Station 94+22 will be a revision of facilities presently located on private property, the costs of which, therefore, are to be reimbursed by the Highway Commission. Your approval of this crossing was indicated in a letter to Mr. W. C. Williams, dated January 12, 1959.

The proposed pole line paralleling the highway from Station 173+90 to Station 185+90, with a crossing at the latter Station, is a revision of facilities presently located on public road right of way. This revision is to be financed entirely by the Telephone Company.

We believe the installations covered by this permit are in accordance with the Bureau of Public Roads policy and your approval is recommended.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Originally signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

cc: Pacific Tel. & Tel. Company
P. M. Stephenson
F. D. Morgan
R. F. Lytle

RPH:dw
Encls.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
JUL - 7 1959
FOR FILING

I-5-1(6)53

5408

July 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Grants Pass-
Jackson County Line Section
Pacific Highway
Josephine County
Contract No. 5408
Project No. I-5-1(6)53

Dear Sir:

Herewith are three copies each of a letter from the City of Grants Pass increasing the estimate by $200 for adjusting City water lines and the sketch showing the additional revision.

As explained in the letter, it was thought by the City that service would be discontinued to property to be purchased by the State. The property was not purchased and revision of water facilities is necessary.

Approval of the agreement was given May 29, 1959. Authorization to proceed with revision of the City water facilities was approved as of February 13, 1959.

Approval of the additional $200 in estimate is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

Contract 5408 6-12-59 A

Monthly Transaction No. RECEIVED JUN 16 1959	Form -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. FOR FILING I-5-1(6)53 5408	**FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
		Project No. **I-5-1(6)53**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North Grants Pass Interchange to Jackson Co. Line on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	1-2-59	5.659
Other *(Specify)*		

FUNDS

Estimated total cost of project $1,517,440	Federal funds $1,401,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 12, 1959**

USComm-DC 11169

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Grants Pass-Jackson County Line Section, Project No. I-5-1(6)53.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Grants Pass-Jackson County Line Section, Project No. I-5-1(6)53.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-5-1(6)53

GRANTS PASS-JACKSON COUNTY LINE SECTION OF
THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 4, 1959

Type Code 0010
Roadway (Sta. 1205+67 Thru Equa. 1217+02.98=42+60.02 to Sta. 346+55)
(Contract No. 5408)

Clearing and Grubbing	All	Required	$	$ 35,000.00
Removal of Curbs	190	lin. ft.	1.00	190.00
Drainage Excavation, Unclassified	33,000	cu. yds.	1.50	49,500.00
Structural Excavation, Unclassified	370	cu. yds.	4.00	1,480.00
Embankment Foundation Excavation, Unclassified	63,000	cu. yds.	0.70	44,100.00
General Excavation, Unclassified	2,147,000	cu. yds.	0.28	601,160.00
Short Overhaul	6,191,000	yd. sta.	0.005	30,955.00
Long Overhaul	106,200	C-yd.sta.	0.50	53,100.00
Finishing Roadbed and Slopes	5.68	miles	800.00	4,544.00
Rounding Cutbanks	17,100	lin. ft.	0.15	2,565.00
Furnishing and Placing Topsoil	9,000	cu. yds.	1.75	15,750.00
12-inch Corrugated Metal Pipe	540	lin. ft.	3.50	1,890.00
18-inch Corrugated Metal Pipe	410	lin. ft.	5.00	2,050.00
48-inch Corrugated Metal Pipe, 10 Gage	230	lin. ft.	19.50	4,485.00
60-inch Corrugated Metal Pipe	700	lin. ft.	26.00	18,200.00
18-inch Concrete Pipe	6,900	lin. ft.	3.50	24,150.00
18-inch Concrete Pipe, Extra Strength	300	lin. ft.	4.00	1,200.00
24-inch Concrete Pipe	1,200	lin. ft.	4.50	5,400.00
30-inch Concrete Pipe	260	lin. ft.	7.20	1,872.00
36-inch Concrete Pipe	670	lin. ft.	10.00	6,700.00
36-inch Concrete Pipe, Extra Strength	2,100	lin. ft.	10.50	22,050.00
29-inch Arch Type Corrugated Metal Pipe	70	lin. ft.	9.00	630.00
58-inch Arch Type Corrugated Metal Pipe	660	lin. ft.	22.00	14,520.00
72-inch Arch Type Corrugated Metal Pipe	30	lin. ft.	40.00	1,200.00
24-inch Corrugated Metal Siphon Pipe	540	lin. ft.	10.00	5,400.00
48-inch Corrugated Metal Siphon Pipe	70	lin. ft.	22.00	1,540.00
6-inch Perforated Metal Drain Pipe, Uncoated	12,000	lin. ft.	1.60	19,200.00
Special Backfill in Drains	2,400	cu. yds.	5.00	12,000.00
24-inch Sewer Pipe	460	lin. ft.	4.00	1,840.00
Salvaging Culvert Pipe	40	lin. ft.	10.00	400.00
6-inch Coated Steel Pipe, 12 Gage	8,900	lin. ft.	1.75	15,575.00
8-inch Coated Steel Pipe, 12 Gage	1,070	lin. ft.	2.50	2,675.00
10-inch Coated Steel Pipe, 12 Gage	650	lin. ft.	3.30	2,145.00
12-inch Coated Steel Pipe, 12 Gage	1,620	lin. ft.	3.50	5,670.00
6-inch Gate Valves	44	only	200.00	8,800.00
1-inch Drain Valves	10	only	17.00	170.00
6-inch Metal Slide Gate, 4-foot Frame	8	only	53.00	424.00
6-inch Metal Slide Gate, 6-foot Frame	1	only	70.00	70.00
8-inch Metal Slide Gate, 3-foot Frame	1	only	60.00	60.00
12-inch Metal Slide Gate, 3-foot Frame	1	only	75.00	75.00
18-inch Metal Slide Gate, 4-foot Frame	1	only	120.00	120.00

18-inch Metal Slide Gate, 6-foot Frame	1 only	$120.00	$ 120.00
18-inch Culvert End Sections	12 only	46.00	552.00
36-inch Culvert End Sections	2 only	145.00	290.00
Concrete Inlets, Type "D"	6 only	75.00	450.00
Concrete Discharge Basins	42 only	75.00	3,150.00
Concrete End Basins	50 cu. yds.	90.00	4,500.00
Class "A" Concrete in Box Culverts	750 cu. yds.	58.00	43,500.00
Metal Reinforcement in Box Culverts	150,000 lbs.	0.15	22,500.00
Class "A" Concrete in Structures	90 cu. yds.	90.00	8,100.00
Metal Reinforcement in Structures	5,800 lbs.	0.15	870.00
Concrete Ditch Lining	12,000 sq. yds.	6.00	72,000.00
Metal Guard Rail	1,200 lin. ft.	3.10	3,720.00
Type 2 Fence	4,300 rods	5.00	21,500.00
Coarse Crushed Material in Base	29,800 tons	2.50	74,500.00
3/4" - 0 Material in Base	6,500 tons	2.60	16,900.00
Sprinkling	3,200 M-gal.	3.30	10,560.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	550 tons	4.25	2,337.50
Furnishing and Placing Aggregates	2,285 tons	4.25	9,711.25
MC-3 Asphalt	60 tons	55.00	3,300.00
120-150 Asphalt	150 tons	55.00	8,250.00
RS-1 Asphalt	45 tons	55.00	2,475.00
			$1,329,640.75
Seeding and Mulching	All Required		15,200.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Move Pumping Station (G.Pass Irrigation Dist.)	All Required		10,600.00
Enclose Well	All Required		250.00
Signing	All Required		1,500.00
Work by City of Grants Pass (Water)	All Required		1,000.00
Work by Pacific Tel. & Tel. Co.	All Required		7,600.00
Work by California Oregon Power Co.	All Required		11,700.00
	Subtotal		$1,379,490.75
	10% Engr. & Cont.		137,949.07
	Total		$1,517,439.82

Length of Roadway - - - - - - 5.659 Miles
Length of 6 Structures- - - - 0.313 Mile (Exceptions)
Total Length- - - - - - - - - 5.972 Miles
Cost of Roadway Per Mile- - - $268,146.28

Federal Funds -	$1,401,000.00
State Funds -	116,439.82
	$1,517,439.82

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

GRANTS PASS-JACKSON COUNTY LINE SECTION

PROJECT NO. I-5-1(6)53

Estimated costs of work by the Pacific Telephone and Telegraph Company:

Labor	$ 1,666.00
Materials	3,401.00
Vehicles.	417.00
Contract Costs.	1,600.00
Overhead.	546.00
	$ 7,630.00
USE	$ 7,600.00

Estimated costs of work by the Grants Pass Irrigation District:

Labor	$ 2,700.00
Materials	7,310.00
Equipment	600.00
	$10,610.00
USE	$10,600.00

Estimated costs of work by the California Oregon Power Company:

Materials	$ 5,575.00
Right of Way.	20.00
Labor	5,998.00
Equipment	1,050.00
Salvage Credit.	868.00 Cr.
	$11,775.00
USE	$11,700.00

Estimated costs of work by the City of Grants Pass:

Labor	$ 17.95
Material.	457.50
Equipment	593.00
	$ 1,068.45
USE	$ 1,000.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(6)53

GRANTS PASS-JACKSON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon January 9, 1959

Type Code 0010
Roadway (Sta. 1205+67 thru Equa. 1217+02.98 = 42+60.02 to Sta. 346+55)

Clearing and Grubbing	All	Required	$	$ 65,000.00
Removal of Curbs	190	lin. ft.	.35	66.50
Drainage Excavation, Unclassified	33,000	cu. yds.	3.00	99,000.00
Structural Excavation, Unclassified	370	cu. yds.	5.00	1,850.00
Embankment Foundation Excavation, Unclassified	63,000	cu. yds.	.40	25,200.00
General Excavation, Unclassified	2,147,000	cu. yds.	.39	837,330.00
Short Overhaul	6,191,000	yd. stas.	.01	61,910.00
Long Overhaul	106,200	C-yd. stas.	.35	37,170.00
Finishing Roadbed and Slopes	5.68	miles	2,500.00	14,200.00
Rounding Cutbanks	17,100	lin. ft.	.20	3,420.00
Furnishing and Placing Topsoil	9,000	cu. yds.	2.00	18,000.00
12-inch Corrugated Metal Pipe	540	lin. ft.	3.75	2,025.00
18-inch Corrugated Metal Pipe	410	lin. ft.	5.00	2,050.00
48-inch Corrugated Metal Pipe	230	lin. ft.	27.50	6,325.00
60-inch Corrugated Metal Pipe	700	lin. ft.	32.00	22,400.00
18-inch Concrete Pipe	6,900	lin. ft.	4.50	31,050.00
18-inch Concrete Pipe, Extra Strength	300	lin. ft.	5.00	1,500.00
24-inch Concrete Pipe	1,200	lin. ft.	6.00	7,200.00
30-inch Concrete Pipe	260	lin. ft.	8.50	2,210.00
36-inch Concrete Pipe	670	lin. ft.	10.00	6,700.00
36-inch Concrete Pipe, Extra Strength	2,100	lin. ft.	10.50	22,050.00
29-inch Arch Type Corrugated Metal Pipe	70	lin. ft.	6.50	455.00
58-inch Arch Type Corrugated Metal Pipe	660	lin. ft.	25.00	16,500.00
72-inch Arch Type Corrugated Metal Pipe	30	lin. ft.	35.00	1,050.00
24-inch Corrugated Metal Siphon Pipe	540	lin. ft.	10.00	5,400.00
48-inch Corrugated Metal Siphon Pipe	70	lin. ft.	25.00	1,750.00
6-inch Perforated Metal Drain Pipe, Uncoated	12,000	lin. ft.	2.50	30,000.00
Special Backfill in Drains	2,400	cu. yds.	6.00	14,400.00
24-inch Sewer Pipe	460	lin. ft.	5.50	2,530.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
6-inch Coated Steel Pipe, 12 gage	8,900	lin. ft.	3.75	33,375.00
8-inch Coated Steel Pipe, 12 gage	1,070	lin. ft.	4.50	4,815.00

10-inch Coated Steel Pipe, 12 gage	650 lin. ft.	$ 5.50	$ 3,575.00
12-inch Coated Steel Pipe, 12 gage	1,620 lin. ft.	7.00	11,340.00
6-inch Gate Valves	44 only	40.00	1,760.00
1-inch Drain Valves	10 only	12.50	125.00
6-inch Metal Slide Gate, 4-foot Frame	10 only	32.00	320.00
8-inch Metal Slide Gate, 3-foot Frame	1 only	35.00	35.00
10-inch Metal Slide Gate, 4-foot Frame	1 only	40.00	40.00
12-inch Metal Slide Gate, 3-foot Frame	1 only	45.00	45.00
18-inch Metal Slide Gate, 4-foot Frame	1 only	65.00	65.00
18-inch Culvert End Sections	12 only	45.00	540.00
36-inch Culvert End Sections	2 only	75.00	150.00
Concrete Inlets, Type "D"	6 only	85.00	510.00
Concrete Discharge Basins	42 only	60.00	2,520.00
Concrete End Basins	50 cu. yds.	55.00	2,750.00
Class "A" Concrete in Box Culverts	750 cu. yds.	55.00	41,250.00
Metal Reinforcement in Box Culverts	150,000 lbs.	.15	22,500.00
Class "A" Concrete in Structures	90 cu. yds.	60.00	5,400.00
Metal Reinforcement in Structures	5,800 lbs.	.15	870.00
Concrete Ditch Lining	12,000 sq. yds.	8.00	96,000.00
Metal Guard Rail	1,200 lin.ft.	3.00	3,600.00
Type 2 Fence	4,300 rods	6.00	25,800.00
Coarse Crushed Material in Base	29,800 tons	2.30	68,540.00
3/4" - 0 Material in Base	6,500 tons	2.40	15,600.00
Sprinkling	3,200 M-gals.	3.00	9,600.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	550 tons	3.50	1,925.00
Furnishing and Placing Aggregates	2,285 tons	3.50	7,997.50
RC-3 Asphalt	60 tons	50.00	3,000.00
120-150 Asphalt	150 tons	48.00	7,200.00
RS-1 Asphalt	45 tons	55.00	2,475.00
			$1,713,584.00
Seeding and Mulching	All Required		15,200.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Move Pumping Station	All Required		17,800.00
Enclose Well	All Required		250.00
Signing	All Required		1,500.00
Work by City of Grants Pass (Water)	All Required		500.00
Work by Pacific Tel. & Tel. Co.	All Required		7,000.00
Work by California Oregon Power Co.	All Required		10,300.00
	Subtotal		$1,768,134.00
	10% Engr. & Cont.		176,813.40
	Total		$1,944,947.40

Length of Roadway.	5.659 miles
Length of 6 Structures	0.313 mile (exceptions)
Total Length	5.972 miles
Cost of Roadway per mile	$343,691.00

Federal Funds.	$1,796,000.00
State Funds.	148,947.40
	$1,944,947.40

Federal Aid
Project No. I-5-1(6)53

Oregon State Highway Department

GRANTS PASS-JACKSON COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 15, 1959

Type Code 0010
Roadway (Sta. 1205+67 thru equa. 1217+02.98=42+60.02 to Sta. 346+55)

Clearing and Grubbing	All	Required	$	$ 65,000.00
Removal of Curbs	190	lin. ft.	0.35	66.50
Drainage Excavation, Unclassified	33,000	cu. yds.	3.00	99,000.00
Structural Excavation, Unclassified	370	cu. yds.	5.00	1,850.00
Embankment Foundation Excavation, Unclassified	63,000	cu. yds.	0.40	25,200.00
General Excavation, Unclassified	2,147,000	cu. yds.	0.39	837,330.00
Short Overhaul	6,191,000	yd. sta.	0.01	61,910.00
Long Overhaul	106,200	C-yd.sta.	0.35	37,170.00
Finishing Roadbed and Slopes	5.68	miles	2,500.00	14,200.00
Rounding Cutbanks	17,100	lin. ft.	0.20	3,420.00
Furnishing and Placing Topsoil	9,000	cu. yds.	2.00	18,000.00
12-inch Corrugated Metal Pipe	540	lin. ft.	3.75	2,025.00
18-inch Corrugated Metal Pipe	410	lin. ft.	5.00	2,050.00
48-inch Corrugated Metal Pipe, 10 Gage	230	lin. ft.	27.50	6,325.00
60-inch Corrugated Metal Pipe	700	lin. ft.	32.00	22,400.00
18-inch Concrete Pipe	6,900	lin. ft.	4.50	31,050.00
18-inch Concrete Pipe, Extra Strength	300	lin. ft.	5.00	1,500.00
24-inch Concrete Pipe, Extra Strength	1,200	lin. ft.	6.00	7,200.00
30-inch Concrete Pipe	260	lin. ft.	8.50	2,210.00
36-inch Concrete Pipe	670	lin. ft.	10.00	6,700.00
36-inch Concrete Pipe, Extra Strength	2,100	lin. ft.	10.50	22,050.00
29-inch Arch Type Corrugated Metal Pipe	70	lin. ft.	6.50	455.00
58-inch Arch Type Corrugated Metal Pipe	660	lin. ft.	25.00	16,500.00
72-inch Arch Type Corrugated Metal Pipe	30	lin. ft.	35.00	1,050.00
24-inch Corrugated Metal Siphon Pipe	540	lin. ft.	10.00	5,400.00
48-inch Corrugated Metal Siphon Pipe	70	lin. ft.	25.00	1,750.00
6-inch Perforated Metal Drain Pipe, Uncoated	12,000	lin. ft.	2.50	30,000.00
Special Backfill in Drains	2,400	cu. yds.	6.00	14,400.00
24-inch Sewer Pipe	460	lin. ft.	5.50	2,530.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
6-inch Coated Steel Pipe, 12 Gage	8,900	lin. ft.	3.75	33,375.00
8-inch Coated Steel Pipe, 12 Gage	1,070	lin. ft.	4.50	4,815.00
10-inch Coated Steel Pipe, 12 Gage	650	lin. ft.	5.50	3,575.00
12-inch Coated Steel Pipe, 12 Gage	1,620	lin. ft.	7.00	11,340.00
6-inch Gate Valves	44	only	40.00	1,760.00
1-inch Drain Valves	10	only	12.50	125.00
6-inch Metal Slide Gate, 4-foot Frame	8	only	32.00	256.00
6-inch Metal Slide Gate, 6-foot Frame	1	only	40.00	40.00
8-inch Metal Slide Gate, 3-foot Frame	1	only	35.00	35.00
12-inch Metal Slide Gate, 3-foot Frame	1	only	45.00	45.00

18-inch Metal Slide Gate, 4-foot Frame	1	only	$65.00	$ 65.00
18-inch Metal Slide Gate, 6-foot Frame	1	only	75.00	75.00
18-inch Culvert End Sections	12	only	45.00	540.00
36-inch Culvert End Sections	2	only	75.00	150.00
Concrete Inlets, Type "D"	6	only	85.00	510.00
Concrete Discharge Basins	42	only	60.00	2,520.00
Concrete End Basins	50	cu. yds.	55.00	2,750.00
Class "A" Concrete in Box Culverts	750	cu. yds.	55.00	41,250.00
Metal Reinforcement in Box Culverts	150,000	lbs.	0.15	22,500.00
Class "A" Concrete in Structures	90	cu. yds.	60.00	5,400.00
Metal Reinforcement in Structures	5,800	lbs.	0.15	870.00
Concrete Ditch Lining	12,000	sq. yds.	8.00	96,000.00
Metal Guard Rail	1,200	lin. ft.	3.00	3,600.00
Type 2 Fence	4,300	rods	6.00	25,800.00
Coarse Crushed Material in Base	29,800	tons	2.30	68,540.00
3/4" - 0 Material in Base	6,500	tons	2.40	15,600.00
Sprinkling	3,200	M-gal.	3.00	9,600.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	550	tons	3.50	1,925.00
Furnishing and Placing Aggregates	2,285	tons	3.50	7,997.50
RC-3 Asphalt	60	tons	50.00	3,000.00
120-150 Asphalt	150	tons	48.00	7,200.00
RS-1 Asphalt	45	tons	55.00	2,475.00
				$1,713,595.00
Seeding and Mulching	All	Required		15,200.00
Flagging (57½% of Contractor's Cost)	All	Required		2,000.00
Move Pumping Station	All	Required		17,800.00
Enclose Well	All	Required		250.00
Signing	All	Required		1,500.00
Work by City of Grants Pass (Water)	All	Required		500.00
Work by Pacific Tel. & Tel. Co.	All	Required		7,000.00
Work by California Oregon Power Co.	All	Required		10,300.00
	Subtotal			$1,768,145.00
	10% Engr. & Cont.			176,814.50
			Total	$1,944,959.50

Length of Roadway - - - - - - - - - - 5.659 Miles
Length of 6 Structures- - - - - - - 0.313 Mile (Exceptions)
Total Length- - - - - - - - - - - - - 5.972 Miles
Cost of Roadway Per Mile- - - - - - $343,693.14

Federal Funds -	$1,796,000.00
State Funds -	148,959.50
	$1,944,959.50

Oregon State Highway Department

Federal Aid
Project No. I-5-1(6)53

GRANTS PASS-JACKSON COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 24, 1958

Type Code 0010
Roadway (Sta. 1205+67 thru Equa. 1217+02.98-42+60.02 to Sta. 346+55)

Clearing and Grubbing	All	Required	$	$ 65,000.00
Removal of Curbs	190	lin. ft.	0.35	66.50
Drainage Excavation, Unclassified	33,000	cu. yds.	3.00	99,000.00
Structural Excavation, Unclassified	370	cu. yds.	5.00	1,850.00
Embankment Foundation Excavation, Unclass.	63,000	cu. yds.	0.40	25,200.00
General Excavation, Unclassified	2,147,000	cu. yds.	0.39	837,330.00
Short Overhaul	6,191,000	yd. sta.	0.01	61,910.00
Long Overhaul	106,200	C-yd.sta.	0.35	37,170.00
Finishing Roadbed and Slopes	5.68	miles	2,500.00	14,200.00
Rounding Cutbanks	17,100	lin. ft.	0.20	3,420.00
Furnishing and Placing Topsoil	9,000	cu. yds.	2.00	18,000.00
12-inch Corrugated Metal Pipe	540	lin. ft.	3.75	2,025.00
18-inch Corrugated Metal Pipe	410	lin. ft.	5.00	2,050.00
48-inch Corrugated Metal Pipe, 10 Gage	230	lin. ft.	27.50	6,325.00
60-inch Corrugated Metal Pipe	700	lin. ft.	32.00	22,400.00
18-inch Concrete Pipe	6,900	lin. ft.	4.50	31,050.00
18-inch Concrete Pipe, Extra Strength	300	lin. ft.	5.00	1,500.00
24-inch Concrete Pipe	1,200	lin. ft.	6.00	7,200.00
30-inch Concrete Pipe	260	lin. ft.	8.50	2,210.00
36-inch Concrete Pipe	670	lin. ft.	10.00	6,700.00
36-inch Concrete Pipe, Extra Strength	2,100	lin. ft.	10.50	22,050.00
29-inch Arch Type Corrugated Metal Pipe	70	lin. ft.	6.50	455.00
58-inch Arch Type Corrugated Metal Pipe	660	lin. ft.	25.00	16,500.00
72-inch Arch Type Corrugated Metal Pipe	30	lin. ft.	35.00	1,050.00
24-inch Corrugated Metal Siphon Pipe	540	lin. ft.	10.00	5,400.00
48-inch Corrugated Metal Siphon Pipe	70	lin. ft.	25.00	1,750.00
6-inch Perforated Metal Drain Pipe, Uncoated	12,000	lin. ft.	2.50	30,000.00
Special Backfill in Drains	2,400	cu. yds.	6.00	14,400.00
24-inch Sewer Pipe	460	lin. ft.	5.50	2,530.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
6-inch Coated Steel Pipe, 12 Gage	8,900	lin. ft.	3.75	33,375.00
8-inch Coated Steel Pipe, 12 Gage	1,070	lin. ft.	4.50	4,815.00
10-inch Coated Steel Pipe, 12 Gage	650	lin. ft.	5.50	3,575.00
12-inch Coated Steel Pipe, 12 Gage	1,620	lin. ft.	7.00	11,340.00
6-inch Gate Valves	44	only	40.00	1,760.00
1-inch Drain Valves	10	only	12.50	125.00
6-inch Metal Slide Gate, 4-foot Frame	10	only	32.00	320.00
8-inch Metal Slide Gate, 3-foot Frame	1	only	35.00	35.00
10-inch Metal Slide Gate, 4-foot Frame	1	only	40.00	40.00
12-inch Metal Slide Gate, 3-foot Frame	1	only	45.00	45.00
18-inch Metal Slide Gate, 4-foot Frame	1	only	65.00	65.00
18-inch Culvert End Sections	12	only	45.00	540.00

36-inch Culvert End Sections	2 only	$75.00	$ 150.00
Concrete Inlets, Type "D"	6 only	85.00	510.00
Concrete Discharge Basins	42 only	60.00	2,520.00
Concrete End Basins	50 cu. yds.	55.00	2,750.00
Class "A" Concrete in Box Culverts	750 cu. yds.	55.00	41,250.00
Metal Reinforcement in Box Culverts	150,000 lbs.	0.15	22,500.00
Class "A" Concrete in Structures	90 cu. yds.	60.00	5,400.00
Metal Reinforcement in Structures	5,800 lbs.	0.15	870.00
Concrete Ditch Lining	12,000 sq. yds.	8.00	96,000.00
Metal Guard Rail	1,200 lin. ft.	3.00	3,600.00
Type 2 Fence	4,300 rods	6.00	25,800.00
Coarse Crushed Material in Base	29,800 tons	2.30	68,540.00
3/4" - 0 Material in Base	6,500 tons	2.40	15,600.00
Sprinkling	3,200 M-gal.	3.00	9,600.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	550 tons	3.50	1,925.00
Furnishing and Placing Aggregates	2,285 tons	3.50	7,997.50
RC-3 Asphalt	60 tons	50.00	3,000.00
120-150 Asphalt	150 tons	48.00	7,200.00
RS-1 Asphalt	45 tons	55.00	2,475.00
			$1,713,584.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Move Pumping Station	All Required		17,800.00
Enclose Well	All Required		250.00
Signing	All Required		1,500.00
Work by City of Grants Pass (Water)	All Required		500.00
Work by Pacific Tel. & Tel. Co.	All Required		7,000.00
Work by California Oregon Power Co.	All Required		10,300.00
	Subtotal		$1,752,934.00
	10% Engr. & Cont.		175,293.40
	Total		$1,928,227.40

Length of Roadway - - - - - - - - - - 5.659 Miles
Length of 6 Structures- - - - - - - - 0.313 Mile (Exceptions)
Total Length- - - - - - - - - - - - - 5.972 Miles
Cost of Roadway Per Mile- - - - - - - $340,736.41

Federal Funds -	$1,781,000.00
State Funds -	147,227.40
	$1,928,227.40

I 5 1(6)53

When replying, refer to:
08-35.5
5408

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(6)53, Grants Pass-Jackson County Line Section - City of Grants Pass, Adjustment of Water Lines and Hydrant

Dear Sir:

We are today approving the agreement, estimate and sketch, between the State and the City of Grants Pass, dated January 22, 1959, covering relocation of water system facilities on the above project.

Authorization to proceed was granted as of February 13, 1959, with the necessary utility adjustments, as requested in your letter of February 11, 1959. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. C. Polk
Division Engineer

By:
D. M. Emrich
District Engineer

Orig. Dexter

A

RECEIVED
MAY 27 1959
FOR FILING
I 5-1(6)53

3401

May 27, 1959

Grants Pass-Jackson Co. Line Sec.
Pacific Highway
Josephine County
Project I-5-1(6)53

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three sketches in connection with revision of the City of Grants Pass water system facilities on the above project.

This completes the agreement with the City for the adjustment of its water facilities. Authorization to proceed with this phase of the construction work was approved February 13, 1959.

Please return one copy of the estimate, noted to indicate approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
MAY 26 1959

FOR FILING

T 5-1 [illegible]

[illegible]

May 25, 1959

Mrs. James L. Ford
1857 N. W. "D" Street
Grants Pass, Oregon

Dear Mrs. Ford:

In reply to your letter of May 15 and your telephone call, I wish to advise that I requested our Division Engineer and a representative of the Right of Way Department to contact you immediately to see if the problem involving your water supply could be resolved.

I now have a report that the Right of Way Department has reached an acceptable settlement, which should close the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:ae

ROUGH DRAFT
GER/jmm
5/20/59

In January of this year, through our local department employes, we were informed of the existence of a spring in the right of way of an existing public street north of Grants Pass which would fall within the bounds of the relocated Pacific Highway and would undoubtedly be covered by construction.

An investigation was made into the legal aspects of the case, and it was discovered that a right to use the springs was granted by the State Engineer's office in 1927, however, under the facts as we have them and a Supreme Court decision construing ~~such~~ similar facts, this permit would not grant authority to trespass upon another person's land to appropriate the water. It was, therefore, our opinion that there was grave doubt as to whether the claimants of this spring had a legal right to the waters.

Nevertheless, giving the parties the benefit of the doubt, an agent was dispatched to negotiate a settlement on the basis of the cost of replacing the spring water by a well on their own property.

Though this attempt to negotiate was in January, and carried on thereafter, no settlement could be made as the parties demanded $8,500. These negotiations were followed by a formal letter from the office of the Chief Counsel raising the question of the legality of their water rights, ~~by~~ but in the spirit of compromise offering to pay $1,200 for relinquishment of the water rights and easements. The offer was rejected by the contract seller. Further correspondence and discussion were had urging the parties to secure legal advice.

No condemnation was filed in the belief that ~~where~~ since there was a question of the legal rights of the claimants to the ~~subject~~ spring for which they claimed damages, it was appropriate that they file their own proceeding where it would be incumbent upon them to establish their legal right to the ~~spring.~~ use of the waters

1857 N. "D" Street
Grants Pass, Oregon
May 15, 1959

W.C. WILLIAMS
State Highwqy Engineer
State of Oregon
State Highway Dept.
Salem, Oregon

REFERRED TO
Cooper
By State Highway Engineer

Please Have reply. Prepared

Re: R-28851
Ernest B. Strickland, Legal Owner
James L. Ford, Contract Purchaser.
Grants Pass-Jackson County Line
Section of the Pacific Highway

Dear Sir:

I am writing in regard to our spring which seems to be in dispute. Your highway is going over our spring. This morning I was advised by Mr. Glen Roberts of the work starting above the spring. As my husband is gone during the week it was necessary to contact Mr. Don Cameron, Senator, to secure information as to the potential danger to the spring. This is my only source of water for my home. I am alone here during the week with three small children and I'm naturally disturbed about this water supply.

Mr. Cameron was advised by Mr. Glen Roberts the highway crew would be working above the spring laying culvert. He stated there was a possibility of mudding the water for a time. However, he was not certain if there would be any danger as to destroying the source of water supplied to the spring. If this is the case would it be possible for us to retain our spring?

I have been advised by the legal department, through the Roseburg office we would have to accept the only offer made by your department or they were going to seize the spring. Our mortgage holder will not accept your offer. We did not feel the offer was a fair one, and rather than accept same we wanted to retain our spring. This is a good steady flow of water. It doesn't cost us anything for the water or for its maintanence, which is an important factor. This supply of water supplies our home, our shop, and a large housetrailer, plus our irrigating needs. The cost of pumping that amount of water over a period of years will be quite expensive. As well as any cost of replacing pumps for a well, etc.

Also, it would be necessary for us to obtain another source of water for the shop at our own expense. The shop is used in my husbands business all electrical wiring is seperate. We cannot deduct any expenses against the business except in oonjunction with same. Thus if the water supply is attached against the home, we cannot use same for the shop and deduct the expense of supplying same. This also would jeopardize our present set-up in regard to the shop.

I have not felt we needed to turn this over to a lawyer as I was of the opinion we could work out some peaceful settlement between us. I do appreciate your lawyers effort in settling all claims of individuals involved as inexpensively as possible to the Highway Department. However, when the property owners involved are thrown into a financial crisis because of their unfortunate contact with this bureau, xxxxxx democratic rights have indeed reached a sad porportion.

I reaize you are indeed a very busy person. However, Mr. Cameron felt our case warrented your personal attention. He suggested we write to you in regard to our problem. We feel we have come to a stalemate with your legal department, thus short of sueing the Highway Department we fear our rights are lost.

I would sincerely appreciate any effort made on your part to review our problem. I have sent for my husband, who should be here by Saturday or Sunday. If you feel it necessary, we could come up to Salem, to go over this matter and all our legal papers and claims to the water right.

May I hear from you in the near future. Thank you again for any attention you can give to our problem.

Very truly yours,

Mrs James L. Ford

Mrs. James L. Ford

Mjlf

FORM E-90 60M 11-58 15880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 19, 1959

SUBJECT: J. L. Ford spring
Grants Pass-Jackson County Line Sec.
Pacific Highway

To: MEMO TO FILE

Report was made this date to Mr. L. H. Young, Assistant Construction Engineer, regarding his assignment that someone contact Mrs. J. L. Ford and reach a settlement regarding the spring which furnishes water to the Ford property. Mr. Young was advised as follows.

Mr. J. F. Putnam, Mr. Larry Holt and Mr. Glenn Roberts met with Mrs. Ford and it was decided as follows:

1. To drill a well and furnish all appurtenances in the vicinity of the Ford house and shop.

2. The spring was to remain in service to the Ford property for irrigation purposes. If the flow of the spring proved to be inadequate, it was proposed to connect the perforated drain pipe in this vicinity to furnish additional flow to the spring.

3. Mr. Holt was to prepare and have signed by Mrs. Ford a release which stated that the State would not be responsible regarding the quantity of water which could be obtained from the spring.

I believe this completes the assignment on the J. L. Ford spring problem.

F. D. Morgan
Division Engineer

dls
cc: L. H. Young

Send Cooper a copy.

RECEIVED
MAY 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
MAY 19 1959
NOTED..

RECEIVED
MAY 25 1959
FOR FILING

I 5 1(6)53

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Grants Pass-Jackson Co. Line Sect.
Pacific Highway
Josephine County
Project I-5-1(6)53

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith three copies of corrected letter from the Pacific Telephone and Telegraph Company in connection with adjusting facilities on the above project.

Reference to revision of the coaxial cable west of Rogue River and submission of two bills should not have been included in the letter and have been deleted. This will not affect the principles of the agreement and estimate as approved April 7, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

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RECEIVED
MAY 6 - 1959

FOR FILING

I-5-1(6)53

5408

May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removal of a 58"x36" arch type culvert on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

To provide sufficient waterway area in the irrigation ditch at Station 258+23, it is necessary to excavate a by-pass channel and remove the 58"x36" arch type culvert. The present culvert will not carry storm run-off and the normal flow.

The 58"x36" arch type culvert will be replaced with a 72"x44" arch type culvert which will be installed at contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:gh
Enc.

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MAY 6 - 1959

FOR FILING
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May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal of a 48" culvert pipe and 20' of ditch lining on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

To provide sufficient waterway area in the irrigation ditch at Station 197+57 it is necessary to remove a round 48" culvert pipe and 25' of irrigation ditch lining and replace with 72"x44" arch type corrugated metal pipe. The 72" arch type pipe will be installed at contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:gh
Enc.

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PR 2 - 1959
FOR FILING
I 5-1(6)53
3418

April 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three copies of the sketch in connection with adjusting the pole line and coaxial cable of The Pacific Telephone and Telegraph Company on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Project I-5-1(6)53.

This completes the agreement with the Company for adjusting its facilities on this project. Authorization to proceed with the work was approved as of January 12, 1959.

Please return one copy of the estimate noted to show approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

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MAR 31 1959
FOR FILING

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of estimates and three copies of sketches covering adjustments of the California Oregon Power Company's power lines on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Project No. I-5-1(6)53. Authorization to proceed with this work was approved as of January 12, 1959.

After construction was started, it was noted that the channel change in the vicinity of Station 198 would endanger a bridge by washing of the creek bank. The channel change has been redesigned and will necessitate the moving of an additional pole which was not included in the estimate. We have shown the revision in red on the sketch C.P.-1108.

This completes the agreement with the California Oregon Power Company. Please return one copy of the estimates noted to show approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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FOR FILING

I-5-1(6)53

5408

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March 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies each of the estimate and sketch in connection with relocating the pipe line and pump of the Grants Pass Irrigation District on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, Oregon Project No. I-5-1(6)53.

This completes the agreement with the Irrigation District. Please return one copy of the estimate, noted to indicate that the agreement is approved.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

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MAR 5 1959
FOR FILING

I-5-1(6)53

5408

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG
SALEM OREGON

replying, refer to:

March 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(6)53
Grants Pass-Jackson County Line
Section of the Pacific Highway

Dear Sir:

Authorization is hereby granted to proceed as of March 3, 1959, with the necessary relocation of the Grants Pass Irrigation facilities on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig to Probert

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MAR - 3 1959
FOR FILING
I-5-1(6)53

5408

March 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with relocating an irrigation pump of the Grants Pass Irrigation District on the Grants Pass-Jackson County line Section of the Pacific Highway in Josephine County, Project No. I-5-1(6)53.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

The estimate and sketch to complete the agreement will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

A

RECEIVED
FEB 25 1959
FOR FILING

FORM E-123 5M 10-5

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5-1(6)53

5408

Feb. 25, 1959

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5408, awarded Jan. 30, 1959, for grading on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 26 1959
FOR FILING

February 24, 1959

Grants Pass Irrigation District
County Court House
Grants Pass, Oregon

Re: Grants Pass Irrigation District
Irrigation Pump Relocation
Grants Pass-Jackson County
Line Section
Pacific Highway
Josephine County

Gentlemen:

Bids on the above titled project were received on January 20, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

The work involves the relocation of a pump on the southwesterly side of the new highway near Station 137.

In view of the fact that this facility is located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. G. E. Roberts, Box 306, Grants Pass, who is resident engineer on the project.

Very truly yours,

RECEIVED
FEB 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

J. W. DeSOUZA
Assistant Counsel

FORREST COOPER

JWD:RN
cc: Mr. F. B. Klaboe, Mr. Forrest Cooper, Mr. Frank Morgan, Mr. Curtis Baker, Mr. G. E. Roberts, Mr. R. F. Lytle & Mr. G. W. Ross

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[illegible] 1959
FOR FILING

[illegible]

54[illegible] When replying, refer to
08-35.5

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(6)53
Grants Pass-Jackson County Line Section
City of Grants Pass, Utility Adjustments
of water lines and hydrants

Dear Sir:

Authorization is hereby granted to proceed, as of this date, with the necessary utility adjustments in the city of Grants Pass, on the above project, in accordance with the provisions of PPM 30-4.

Approval of the agreement, as submitted, must be withheld pending receipt of the required estimate and work sketches to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

orig. to Project

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FEB 13 1959

FOR FILING

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[illegible]

February 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three conformed copies of the agreement between the State and City of Grants Pass covering adjustment of City utilities in connection with construction of the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Project I-5-1(6)53.

Your approval of the agreement and authorization to proceed with the necessary revision of water lines and hydrants are requested.

Estimates and sketches covering these adjustments will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

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FEB 13 1959
FOR FILING

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5408

February 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 2, 1959, on Contract No. 5408, Grants Pass-Jackson County Line Section, in Josephine County, in connection with Federal Aid Project No. I-5-1(6)53.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

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FOR FILING

I-5-1(6)53

5408

February 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Contract No. 5408, in connection with Federal Aid Project No. I-5-1(6)53.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

17

RECEIVED
EB 10 1959
FOR FILING

I-5-1(6)59

5408

January 30, 1959

Morrison-Knudsen Company, Inc.
P. O. Box 450
Boise, Idaho

Gentlemen:

The State Highway Commission on January 22, 1959 accepted your proposal for grading on the Grants Pass-Jackson County Line Section of the relocated Pacific Highway in Josephine County for the sum of $1,329,640.75 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5408.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Attention: Dorothy McCormack
Seattle, Washington

Mr. Lowell Richards, c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 30, 1959

Morrison-Knudsen Company, Inc.

Boise, Idaho

Contract for grading on Grants Pass-Jackson County Line Section of Pacific Highway, Josephine County, for which you submitted low bid on January 20, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

A

RECEIVED
FEB 2 1959
FOR FILING
I-5-1(6)53
540

January 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Grants Pass-Jackson County Line Section of the Pacific Highway, Interstate Route 5, in Josephine County, Project I-5-1(6)53, to the Morrison-Knudsen Company, Inc., of Boise, Idaho, on the basis of the bid of $1,329,640.75 submitted on January 20, 1959.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
3 1959
Files
FOR FILING
OREGON DISTRICT
I-5-1 (6) 53

5408

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

January 30, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-5-1(6)53, Grants Pass-Jackson County Line Section of the Pacific Highway, we hereby concur, as of this date, in award of Contract No. 5408 to Morrison-Knudsen Company, Inc., of Boise, Idaho, low bidder in the amount of $1,329,640.75 at the January 20, 1959 bid opening.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

NOTED
FORREST COOPER

NOTED
S. H. PROBERT

RECEIVED
FEB - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

R

ECEIVED
JAN 27 1959
FOR FILING
I-6-1(6)53

5408

January 27, 1959

Earl T. Simonsen, City Auditor
City Hall
Grants Pass, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Grants Pass a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Grants Pass covering the Grants Pass-Jackson County Line Section of the Pacific Highway in Grants Pass.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

R
Ruth file

RECEIVED
JAN 29 1959
FOR FILING
I-5-1(6)55

5408

MISC. CONTRACTS and
AGREEMENTS No. 2050

Salem, Oregon
January 27, 1959

Throughway Agreement
Grants Pass-Jackson Co. Line Section
Pacific Highway
City of Grants Pass

Mr. C. G. Swenson
Engineer, City & County Relations
Office

577

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with the City of Grants Pass covering the Grants Pass-Jackson County Line Section of the Pacific Highway in Grants Pass.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Auditor, Grants Pass, Oregon.

Secretary

rn
Attach.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: Throughway Agreement
Grants Pass-Jackson Co. Line Section
Pacific Highway
City of Grants Pass

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 10/31/57.

C. G. Swenson
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Jan. 16, 1959

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-1-57 Min Page 50
Floyd Query
Secretary

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1958

SUBJECT: Throughway Agreement
Grants Pass-Jackson Co. Line
Pacific Highway
City of Grants Pass

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached, are six copies of the above entitled agreement as per your request of November 19, 1958.

Additional copies are available.

Richard Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cf: L. I. Lindas

RECEIVED
NOV 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

I-5-1(6)53

[illegible]

When replying, refer to:
08-35.5

January 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(6)53
Grants Pass-Jackson County Line Sec. of
The Pacific Highway
Pacific Telephone and Telegraph Company
Line Adjustments

Dear Sir:

Authorization is hereby granted to proceed, as of January 12, 1959, with necessary adjustments of the Pacific Telephone and Telegraph Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

FILED

Orig. to District

RECEIVED
JAN [illegible]
FOR FILING

I-5-1(6)53

5408

When replying, refer to:
68-35.5

January 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(6)53
Grants Pass-Jackson County Line Sec. of
The Pacific Highway - California-Oregon
Power Company Line Adjustments

Dear Sir:

Authorization is hereby granted to proceed, as of January 12, 1959, with necessary adjustments of the California-Oregon Power Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

NOTED
FORREST COOPER

RECEIVED
JAN 13 1959
FOR FILING

I-5-1(6)53

3408

January 12, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes required revisions of the California-Oregon Power Company's lines on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Project No. I-5-1(6)53, and establishes the obligation of the State to reimburse the company for portions of the revisions.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4, is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

CRN:lmw

RECEIVED
JAN 13 1959
FOR FILING

I-5-1(6)53

5408

January 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes required revisions of the Pacific Telephone and Telegraph Company's lines on the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County, Project No. I-5-1(6)53, and establishes the obligation of the State to reimburse the company for portions of the revisions.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company, will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

CRN:lmw

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

File

When replying, refer to:
08-35

January 2, 1959

I 5-1(6)53

5408

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(6)53, Grants Pass - Jackson County Line Section of the Pacific Highway, Josephine County (grading and draining).

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
E. H. PROBERT

RECEIVED
JAN 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1958
FOR FILING

I-5-1(6)53

5408

MISC. CONTRACTS and
AGREEMENTS No. 5042

Salem, Oregon
December 15, 1958

Throughway Agreement
Grants Pass-Jackson County Line
Pacific Highway
Josephine County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a throughway agreement with Josephine County covering the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County.

A fully executed copy of the above agreement has been retainted in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Secretary

rn
Attach: 1

RECEIVED
DEC 15 1958
FOR FILING

December 15, 1958

County Court of Josephine County
Court House
Grants Pass, Oregon

Gentlemen:

We are enclosing for the records and files of Josephine County a fully executed copy of a throughway agreement between the State Highway Commission and Josephine County covering the Grants Pass-Jackson County Line Section of the Pacific Highway in Josephine County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1958

SUBJECT: Throughway Agreement
Grants Pass-Jackson County Line
Pacific Highway
Josephine County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 10/31/57.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Approved
by Mr. Stephenson

AUTHORIZED BY HIGHWAY COMM
DATE 11-1-57 Min Page 50
Floyd Query
Secretary

RECEIVED
NOV 20 1958
FOR FILING

Salem, Oregon
November 19, 1958

Mr. L. I. Lindas
OFFICE

Throughway Agreements
Grants Pass-Jackson County Line Section
Pacific Highway
Josephine County and City of Grants Pass

Attached are drafts of agreements covering the subject named project. Will you please prepare six copies of an agreement for Josephine County and the City of Grants Pass. I would appreciate having the agreements by Friday afternoon, November 21, if possible.

G. S. Paxson
Assistant State Highway Engineer

JDG:cg
Att. - 2
cc: C. G. Swenson

S-214(5) Meda Sec., Little Nestucca 1959
Hwy.
#5409

Contract 5409 1-27-61

RECEIVED
JAN 30 1961
FOR FILING

2-7

Monthly transaction number	R-2A U.S. DEPARTMENT OF COMMERCE 1-57) BUREAU OF PUBLIC ROADS	State **Oregon**
Project reference number S-214(5) 5469	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Tillamook**
		Project number **S-214(5)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 18**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **74,835**

Revised Federal funds $ **45,965**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **27** day of **January**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. C. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Meda Section, Project No. S-214(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Contract 5409

A

Monthly Transaction No.

RECEIVED
FEB 5 1959
FOR FILING

Project Report No.
S-214 (5)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te: **Oregon**

County: **Tillamook**

Project No.: **S-214(5)**

5409

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Jct. F.A. 2 east approx. 2.3 miles
(Oregon Coast Highway Junction - Meda Loop Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	11-6-58	-----
Rights-of-Way		
Construction	11-6-58	2.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 65,966	$ 40,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **February 18, 1959**

USComm-DC 40257

February 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are fowarding two copies of project agreement, signed by the Highway Commission, for the Meda Section, Project No. S-214(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:cr

February 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Meda Section, Project No. S-214(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-214(5)

MEDA SECTION OF THE LITTLE NESTUCCA
HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$ 3,000.00

Type Code 5211
Roadway (Sta. 514+55 thru Equa. 654+55=60+00) to
Sta. 120+27.93) (Contract No. 5409)

Clearing and Grubbing	All	Required		$ 750.00
Drainage Excavation, Unclassified	370	cu.yds.	$ 3.00	1,110.00
General Excavation, Unclassified	14,300	cu.yds.	.40	5,720.00
Short Overhaul	9,100	yd.stas.	.02	182.00
Long Overhaul	28	C-yd.stas.	.50	14.00
Finishing Roadbed and Slopes	1.91	miles	500.00	955.00
18-inch Corrugated Metal Pipe	10	lin.ft.	4.60	46.00
12-inch Concrete Pipe	110	lin.ft.	2.50	275.00
18-inch Concrete Pipe	160	lin.ft.	3.25	520.00
24-inch Concrete Pipe	50	lin.ft.	4.75	237.50
8-inch Perforated Concrete Drain Pipe	70	lin.ft.	2.00	140.00
Special Backfill in Drains	10	cu.yd.	6.00	60.00
Class "A" Concrete in Box Culverts	70	cu.yds.	70.00	4,900.00
Metal Reinforcement in Box Culverts	9,300	lbs.	.15	1,395.00
1" - 0 Material in Base	10,100	cu.yd.	2.60	26,260.00
Sprinkling	390	M-gals.	3.00	1,170.00
Preparation of Base	2.24	miles	200.00	448.00
Furnishing and Placing Aggregates	1,400	cu.yds.	3.50	4,900.00
200-300 Asphalt	106	tons	50.00	5,300.00
MS-1 Asphalt	30	tons	52.00	1,560.00
				$55,942.50
Flagging (57½% of Contractors Cost)	All	Required		300.00
Clean Out Ditches	All	Required		1,000.00
		Subtotal		$57,242.00
		10% Engr. & Cont.		5,724.20
		Total		$62,966.20

Length of Roadway. . . . . 2.228 miles
Length of 1 Structure. . . . . 0.049 mile (Exception)
Total Length . . . . 2.277 miles
Cost of Roadway Per Mile $28,261.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	62,966.20	38,900.00	24,066.20
	$65,966.20	$40,700.00	$25,266.20

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
NOV -7 1960
FOR FILING
214 (4)
5409

November 4, 1960

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5409 for grading-oiling the Meda Section of the Little Nestucca Secondary Highway in Tillamook County was completed by the contractor, F. E. Wilburn, on August 1, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $2,493.88 will be released to the contractor on or after November 14, 1960. The total contract amount is $68,129.33, of which amount $2,542.28 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

RECEIVED
NOV -7 1960
FOR FILING
214 (3)

5409

November 4, 1960

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5409 for grading-oiling the Meda Section of the Little Nestucca Secondary Highway in Tillamook County was completed by the contractor, F. E. Wilburn, on August 1, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $2,493.88 will be released to the contractor on or after November 14, 1960. The total contract amount is $68,129.33, of which amount $2,542.28 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Maryland Casualty Co.,
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

RECEIVED
SEP 30 1960
FOR FILING
5-214 (3)
5409

H

September 29, 1960

Mr. F. E. Wilburn
904 "E" Street
Springfield
Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time for 9 additional workdays from 90 days to 99 days within which to complete your contract #5409 without the assessment of liquidated damages, for grading-oiling the Main Section of the Little Nestucca Secondary Highway in Tillamook County.

We are pleased to inform you that the Highway Commission granted you 9 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
Wendell E. Schwartz
Tom Edwards
R. L. Porter
C. H. Nelson

RECEIVED
SEP 1960
FOR FILING

H

September 6, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 3
September 29-30, 1960 meeting

Gentlemen:

The contractor on the [illegible] Section of the Little Nestucca Highway, Mr. F. E. Wilburn, (Contract No. [illegible]), has requested nine additional workdays in which to complete the contract without the assessment of liquidated damages.

When this contract was awarded, no provisions were made for fencing to control the livestock pastured in adjacent fields. As the right of way was being acquired by condemnation, the State was required to perform the fencing and contracted with the contractor on Extra Work Order for the work. The erection of this fence took a total of nine days during which the contractor could not perform contract work and during which time he was charged. Under the contract form, the contractor is entitled to an increase in the number of workdays due to delays occasioned by errors or changes in plans.

It is, therefore, recommended that the workdays on this project be increased from 90 to 99 days. The Bureau of Public Roads concurs in this recommendation.

This matter will be on the agenda for your consideration at the September 29-30 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. J. D. Walker

FBK:fp fn

RECEIVED
AUG 30 1960
FOR FILING

[illegible]

[illegible]

August 30, 1960

Maryland Casualty Co.
Baltimore 3, Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. E. Wilburn on Contract No. 5409, for grading and oiling the Meda Section of the Little Nestucca Highway in Tillamook County.

This payment, in the amount of $10,957.76, will be released to the contractor on or after September 9, 1960. The retained percentage is $1,951.34.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Robert Cross
111 E. Broadway
Eugene, Oregon

129-1068

Form E-1—(Rev.)—

S-2.11(s).

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1960

Section Meda
Highway Little Nestucca County Tillamook
Contractor F. E. Wilburn
Date of contract February 5, 1959
Date work started May 26, 1959
Project authorization $74,176.61
Exclusive of engineering $69,597.21

Kind of work Grading & Oiling
Section prefix 129-1068
Contract number 5409
Specified work days 90
Work days used 99
Per cent of time elapsed 110%

Estimated cost of completed project, exclusive of engineering $68,566.38
Estimated per cent overrun or underrun 1.5%
Per cent of contract completed, based on estimated cost 100%
Engineering authorization $4,579.40
Engineering cost to date $5,480.00, 119.7%
Date project was completed August 1, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate sent to Salem on Friday, August 12.

NOTED

DIVISION
RECEIVED
AUG 15 1960
NOTED— ACE / COE

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

Noted
[illegible]

NOTED
C. E. PAULSEN

Signed Warren E. Stewart Res. Engr.
Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.91	1.91		1.91	
Miles partially completed					
Miles completed	1.91	1.91		1.91	
Total estimated quantities (contract)	14,300	10,100		1,400	
Total quantities corrected to date					
Estimated quantities moved or placed to date	20,864	10,319		1,383	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	overcast		
Tuesday	overcast		
Wednesday	part fair		
Thursday	fair		
Friday	fair		
Saturday			

RECEIVED
AUG 10 1960
FOR FILING

S-214(5)

5409

A

August 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 1, 1960, on Contract No. 5409, Meda Section in Tillamook County, in connection with Federal Aid Project No. S-214(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUL 23 1960
FOR FILING

S-14(5)

5909

July 27, 1960

Mr. Floyd F. Duncan, Secretary
South Tillamook Coast Road Committee
Route 2, Box 103
Cloverdale, Oregon

Dear Mr. Duncan:

In reply to your letter of July 21, I wish to advise that the contractor on the Little Nestucca project has advised us that he will proceed with the oiling of the surfacing in the next few days. As nearly as we can determine, the contractor has had some trouble securing an oiling contractor to do this part of the work and it has caused regrettable delays.

The Dolph-Boyer Cutoff was placed on the federal forest system about a year ago, but no construction funds have been allocated. All moneys spent in this general area had been used on the Cascade Head project.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn   me

cc Mr. Forrest Cooper
   Mr. Tom Edwards

South Tillamook Coast Road Committee
ROUTE 2
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE

July 21, 1960.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Ranchers and Residents living along the Little Nestucca River Road, are again complaining and asking the help of our Committee, in getting information, regarding what is being done about hard surfacing this road. The dust situation is as bad as ever. Can you give us any information as to whether the contract has been let, or how soon it will be.

Also, can you inform us what is being done on the "Dolph-Boyer" cut-off road?

Your reply regarding the above will be very much appreciated.

Thanking you, we are

Yours very truly,

SOUTH TILLAMOOK COAST ROAD COMMITTEE
Floyd F. Duncan
Secretary.

FFD-L

Floyd F. Duncan,
Rt. 2, Box 103
Cloverdale, Oregon.

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JUL 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1960
FOR FILING

S [illegible](5)

5407

July 19, 1960

Mr. Fred Kiser
Route 1, Box 115
Cloverdale, Oregon

Dear Mr. Kiser:

In reply to your letter of July 18, I am advised that the contractor will start oiling operations on the Little Nestucca Highway within the next week or ten days. The oiling work should be completed in approximately two weeks from the date of starting.

I can understand your concern in this matter and want you to know that the Highway Department is anxious to have the project oiled so that the users will have a safer road and to alleviate the dust nuisance.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Mr. Forrest Cooper

REFERRED TO
Cooper
State Highway Engineer

Rt 1 Box 115
Cloverdale, Ore.
July 18, 1960

Dear Sir:

Last year, the Little Nestucca highway was widened and prepared for surfacing.

The dust on this road is getting so bad now that it is damaging the pastures and contaminating the milk in the milk houses.

The people of the Community are wondering when this job of surfacing will be completed as we are most anxious to see it finished.

Sincerely,

Fred Kiser

RECEIVED
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STATE HI [illegible]

NOTED
FORREST COOPER

A

RECEIVED
NOV 12 1959

FOR FILING

S 21-11(5)

5409

Salem, Oregon
November 10, 1959

Increase in Authorization
Meda Section, Contract No. 5409
Tillamook County

Mr. Kenneth E. Bartel
P. O. Box 30
Salem, Oregon

This is to advise you that at its meeting on November 5, 1959, the Highway Commission approved an increase of $9,778.80 in the project authorization for the subject contract.

The new authorization is $74,176.61. This amount should be used in all future reports.

R. L. Porter
Office Engineer

DBP:jb

cc: J. D. Walker

RECEIVED
NOV - 3 1959
FOR FILING
[illegible]
5409

November 2, 1959

Oregon State Highway Commission

Gentlemen:

We have a "Report on Expected Overrun of Project Authorization" on the Meda Section of the Little Nestucca Highway in Tillamook County, Contract No. 5409. It is requested that the project authorization be increased $9,778.80 from $64,397.81 to $74,176.61. This represents an increase of 15.2 per cent. Listed as follows is an explanation for this overrun.

1. As the right of way was acquired by condemnation in this livestock area, fencing had to be installed under a price agreement at a cost of $5,122.50.

2. A required grade line change to clear extreme high water resulted in increasing general excavation for an overrun of $2,625.60.

3. After the letting, farmers lowered and added drain ditches in adjacent fields. As a result, our drainage excavation and pipe quantities overran $4,314.70.

4. An extra work order for cleaning existing ditches overran $1,054.63.

5. Engineering and miscellaneous other items contributed an overrun of $2,542.28.

6. A change in a cattle pass design from concrete to steel resulted in a saving of $3,305.00.

7. Contingencies reduced the gross overrun $2,575.91.

It is recommended that favorable consideration be given to this request. This matter will be on the agenda for your consideration at the November 5-6 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

FBK:fp fn ae

RECEIVED
NOV -2 1959
FORM E-20 5M 7-59 22124
FOR FILING

8214(5)

5409

A

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1959

SUBJECT: Meda Section
Little Nestucca Highway
Contract No. 5409

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is a "Report on Expected Overrun of Project Authorization" for this section requesting an increase in the project authorization of $9,778.80 from $64,397.81 to $74,176.61. This requested increase represents an expected overrun of 15.2 per cent. Below is listed an explanation of the items leading to this overrun.

1. All right of way on this project was acquired by condemnation, and, since the line runs through a livestock area, had to be fenced under a Price Agreement amounting to $5,122.50.

2. After award of the contract, it was discovered that the proposed grade line between Station 84 and 88 was approximately two feet too low to clear extreme high water expected. Consequently, the grade line was revised by raising the fill and lowering through an adjacent cut area. This change increased the General Excavation some 6,500 yards at a cost of $2,625.60.

3. After the contract letting, local farmers deepened their drainage ditches to allow for field subdrains. Subsequently, we were required to lower our cross culverts and drain ditches to meet the revised grade pattern established by the farmers. This increased Drainage Excavation about 975 cubic yards at a cost of $2,924.70.

4. Increases in pipe length due to lowering of drainage pattern and additions of pipe to the project required by new drainage pattern plus necessary conduit installation for water line increase 12-inch and 18-inc pipe for a cost of $1,390.00.

5. Extra Work Order No. 2 for cleaning ditches and removing debris in the amount of $957.92 overran $1,054.63.

The major savings of funds on the project resulted from a change of the cattle pass at Station 112 from concrete to metal. This resulted in a net savings of $3,305.00.

NOTED
FORREST COOPER

Minor items and engineering contributed other overruns amounting to $2,542.28. Contingencies of $2,575.91 reduced the gross overrun to the net overrun requested of $9,778.80. I list below the arithmetic supporting this request.

$5,122.50	Fencing
2,625.60	General Excavation
2,924.70	Drainage Excavation
1,390.00	Pipe
1,054.63	Extra Work Order No. 2
1,320.60	Engineering
1,221.68	Miscellaneous other items
- 2,575.91	Contingencies
- 3,305.00	Change of cattle pass
$9,778.80	Increase requested.

Enclosed find a rough draft of a letter to the Commission requesting approval of the increase in authorization listed above.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc J. D. Walker

Form No. E-372—10M—7-55

REGON STATE HIGHWAY DEPARTM

A

Report on Expected Over-run of Project Authorization

Project Name Meda Section
Date October 15, 1959
Highway Little Nestucca
Contract No. 5409
County Tillamook Kind of Work Grading & Oiling
Contractor F. F. Wilburn

Contract Amount $55,942.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
#2.	Drainage Excavation	974.9	3.00	$2924.70
3.	General Excavation	6564	0.40	2625.60
8.	12" Concrete Pipe	361	2.50	902.50
9.	18" Concrete Pipe	150	3.25	487.50
13.	Class "A" Conc. in box culvert -	-70	70.00	-4900.00
14.	Metal Reinf. in box culvert -	-9300	0.15	-1395.00

Minor items, unitemized algebraic total 1038.80

Subtotal $1,684.10

Approved work orders (Price, extra work and state force orders) $9,601.33

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
E.W.O. #2	Clean Ditches and Remove Debris	$1,054.63

Minor items, unitemized algebraic total - 5.95

Subtotal $1,048.68

Authorization for engineering $4,579.40

Expected over-run or under-run of engineering authorization $1,320.60

Costs not included above (explain) $0

Allowance for future contingencies (21.2 % of work remaining) (0-11 Oil Mat only) $0

Credits to come from transfers and deductions $0

Present estimate of project cost $74,176.61

Brief Statement of principal causes of over-run:

The contract was let and awarded before the right of way had been purchased; the State had to construct all the fencing on the job, which was not in the authorization. Drainage obligations were not in the contract authorization also. The amount of grading was underestimated in the Location estimate, apparently.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $64,397.81
Present estimate of project cost $74,176.61
Expected over-run (Amount) $9,778.80
Expected over-run (per cent) 14.2 %

Space to right of this line is for use of Salem office.

Submitted by: Kermit E. Reed. Resident Engineer

Confirmed by: Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 08719

A

RECEIVED
JUN - 3 1959

[redacted]

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 26, 1959, on Contract No. 5409, Meda Section, in Tillamook County, in connection with Federal Aid Project No. S-214(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By D B Parker
for R. L. Porter
Office Engineer

DBP:bb

FORM E-128 5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 11 1959
FOR FILING

214(5)

5409

Mar. 10, 1959

F. E. Wilburn
924 "E" St.
Springfield, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5409, awarded Feb. 5, 1959, for grading ~~and oiling~~ on the Meda Section of the Little Nestucca Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
FEB 10 1959
FOR FILING
L-214 (5)

5409

February 5, 1959

F. E. Wilburn
924 "E" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission on December 11, 1958 accepted your proposal for grading, stone base and oiling the Meda Section of the Little Nestucca Highway, Tillamook County, for the sum of $55,942.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5409.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 5, 1959

F. E. Wilburn
924 "E" Street
Springfield, Oregon

Contract for Meda Section of Little Nestucca Highway, Tillamook County, for which you submitted low bid on December 9, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files ✓

EQUIPMENT RENTALS
Hourly or Contract

Phones Riverside 7-2484
Riverside 7-9397

F. E. Wilburn
GENERAL CONTRACTOR
924 E Street
SPRINGFIELD, OREGON

RECEIVED

FOR FILING
S-214 (5)
5409

January 21, 1959

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This is in reference to your letter dated January 16 regarding the Meda Section of the Little Nestucca Highway in Tillamook County. Your request for a 15-day extension on my part is satisfactory with the understanding that if it does cause a delay in the start of the job that these 15 days will be added on the work days allocated for the project.

Very truly yours,

F E Wilburn

F. E. WILBURN

FEW:A

RECEIVED

NOTED
FORREST COOPER

RECEIVED
JAN 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1959
FOR FILING

January 16, 1959

Mr. F. E. Wilburn
924 E St.
Springfield, Oregon

Dear Mr. Wilburn:

Reference is made to the bid you submitted for the Meda Section of the Little Nestucca Highway in Tillamook County. Under terms of your proposal you are not bound to execute the contract unless it is awarded within 45 days from the date of opening bids. According to our count this period will end on January 23, 1959.

Our Right of Way Department is experiencing more than normal difficulty in securing the right of way for this project. They advise me that if you will grant a 15 day extension to the January 23 date several potential condemnation actions may be avoided.

Will you kindly advise us at your early convenience as to whether or not such a 15 day extension is satisfactory with you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

cc: S. H. Probert
Tom Edwards
W. T. Wright

RECEIVED
NOV 12 1958

FOR FILING

S-214(5)

5409

Salem, Oregon
November 7, 1958

BPR authorization to proceed
with acquisition of rights
of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of November 5, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

> Meda Loop Section of Little Nestucca Secondary Highway in Tillamook County. Stations 515+05 to 454+55 equals 60+00 and from Stations 60+00 to 122. Map 8B-11-8. Prefix 129-2501.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
NOV 7 - 1958
FOR FILING

X-214(5)

54[illegible]9

November 6, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our Replacement Program (approved by the Commission on August 1, 1958) is the improvement to an oil surface of a 2.5-mile section of the Little Nestucca Secondary Highway in Tillamook County.

Our survey has been completed and I am asking you to approve the survey and grant authority for the acquisition of right of way. The details are shown on the attached map.

The matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ar

cc to: Mr. Tom Edwards
Mr. R. L. Porter

agenda 12/11/58

RECEIVED

FOR FILING

FORM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 6, 1958

AGENDA
DEC 11 1958

4b-3
4b-3

Oregon State Highway Commission

Non Throughway

Gentlemen:

One of the projects on our Replacement Program (approved by the Commission on August 1, 1958) is the improvement to an oil surface of a 2.5-mile section of the Little Nestucca Secondary Highway in Tillamook County.

Our survey has been completed and I am asking you to approve the survey and grant authority for the acquisition of right of way. The details are shown on the attached map.

The matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

3 copies of map in Suspense

Limited Controlled (Dave Moehring)

MAP

NOTED
FLOYD QUERY

S+C

FORM E-30 25M 9-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1958

SUBJECT: Survey Approval Map
Meda Loop Section-
Little Nestucca Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named Survey Approval Map for submission to the Commission.

Tom Edwards
Construction Engineer

By D. J. Barbee

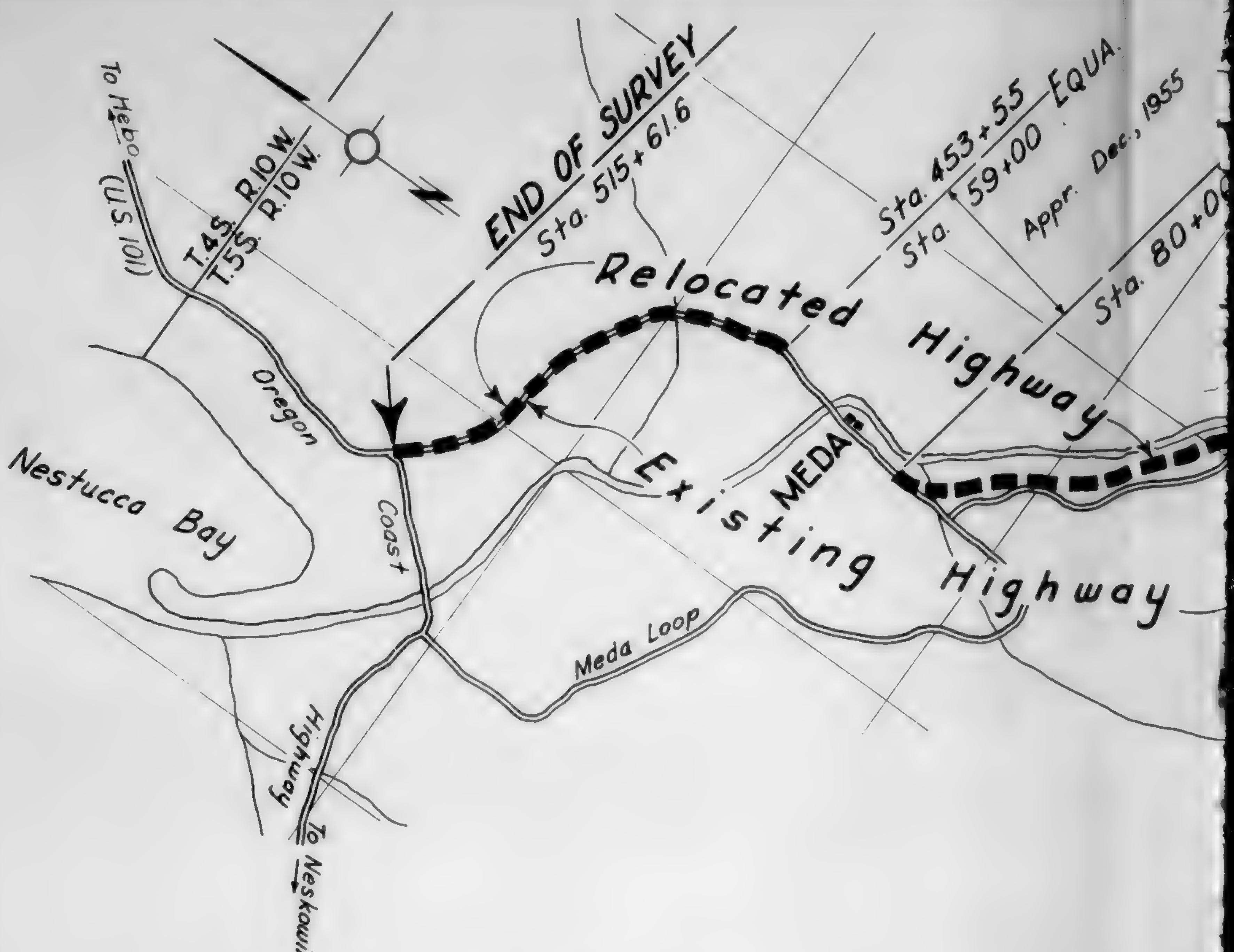
D. J. Barbee
Assistant Construction Engineer

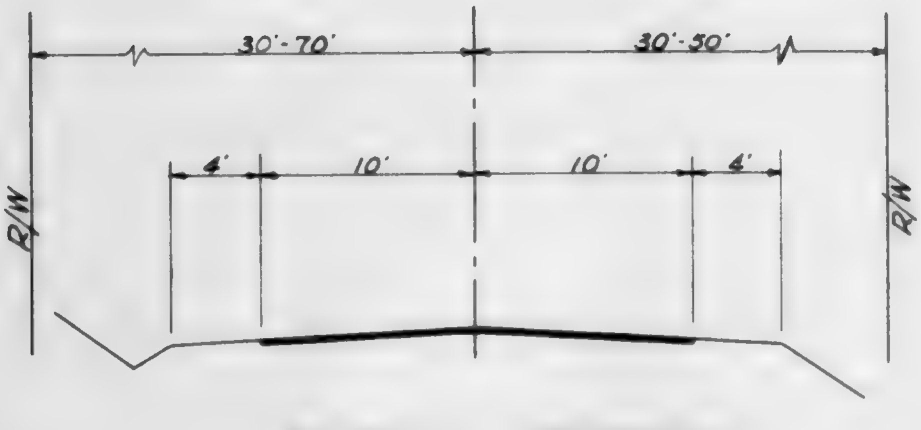
DJB:ep

Attachments

RECEIVED
OCT 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER


END OF SURVEY
Sta. 515+61.6
Sta. 453+55
Sta. 59+00
EQUA.
Appr. Dec., 1955
Sta. 80+00
T.4S. R.10W.
T.5S. R.10W.
To Hebo
(U.S. 101)
Oregon
Coast
Highway
To Neskowin
Nestucca Bay
Relocated Highway
Existing Highway
MEDA
Meda Loop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30'-50'
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10'
10'
4'
R/W
R/W

TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-5-58

OREGO

ME

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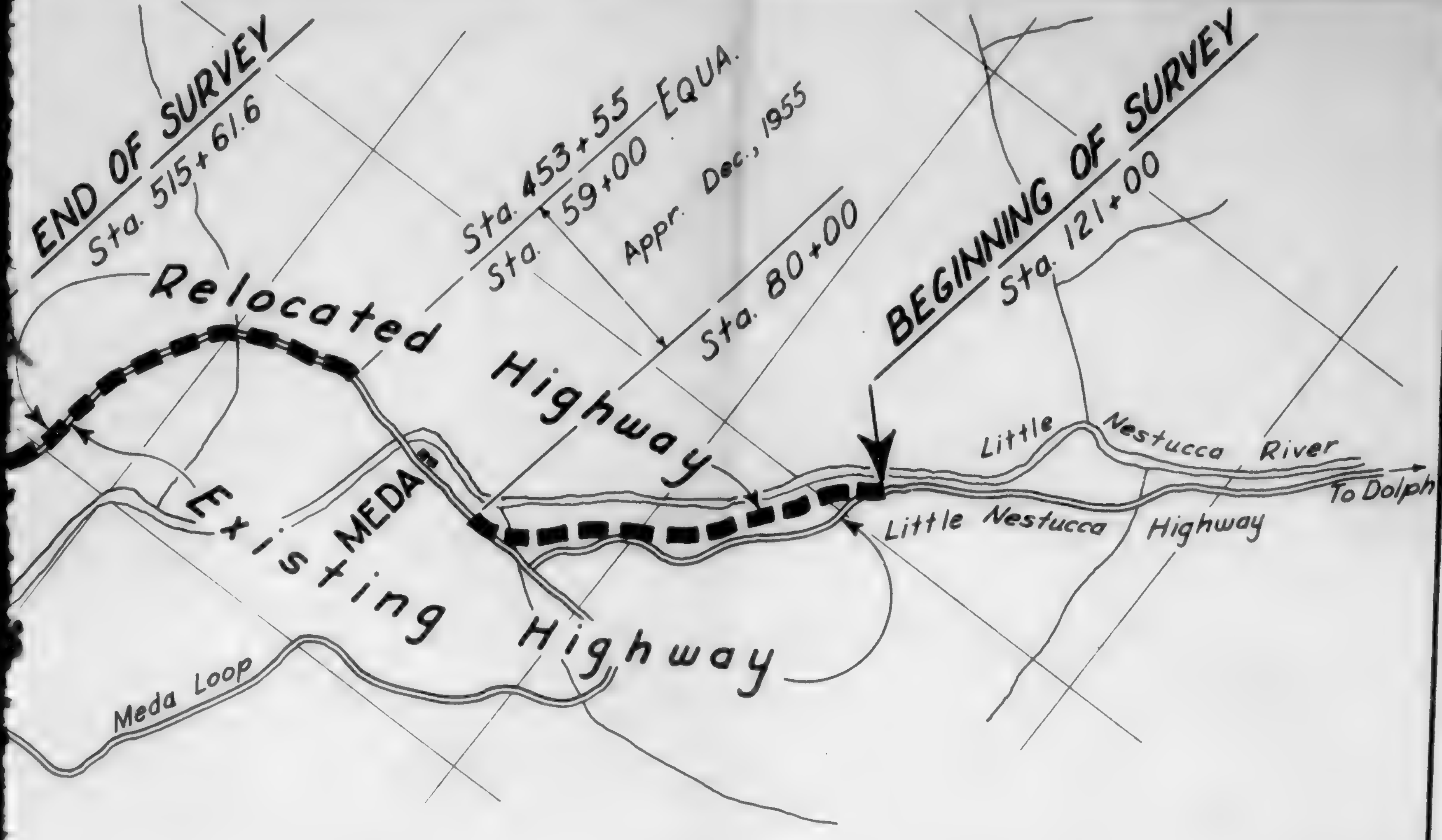
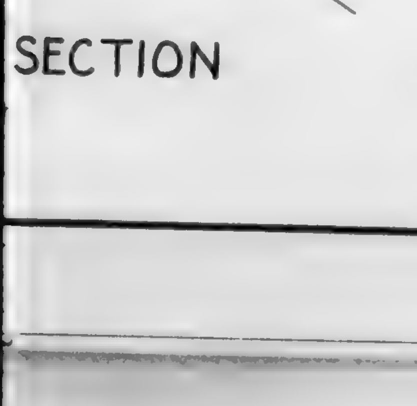
Scale

For D


END OF SURVEY
Sta. 515+61.6
Sta. 453+55 EQUA.
Sta. 59+00
Appr. Dec., 1955
Sta. 80+00
BEGINNING OF SURVEY
Sta. 121+00
Relocated Highway
Existing Highway
MEDA
Meda Loop
Little Nestucca River
To Dolph
Little Nestucca Highway



SECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

MEDA LOOP SECTION

LITTLE NESTUCCA HIGHWAY

TILLAMOOK COUNTY

Scale 1" = 2000'	Oct., 1958

DWG. NO. IR - 5 - 1216

For Details See Dwg. No. 8B-11-8, Sept., 1958

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 11-5-58

RECEIVED
NOV 7 - 1958
FOR FILING

OREGON DISTRICT
S-214(5)

5409

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG
SALEM, OREGON

When replying, refer to.
[illegible]

November 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our July 29, 1958 letter regarding the sixty-first program of projects involving participation in Federal-aid Secondary funds withheld right-of-way authorization on Item 560, Project 214(-), Oregon Coast Jct.-Meda Loop Section, pending indication of approximate limits on drawings in accordance with paragraph 4-c of PPM 21-4.1.

Based on the information furnished on Drawing No. 8B-11-8, you are authorized to proceed with acquisition of right-of-way in connection with Item 560, Project 214(-), effective November 5, 1958.

This Stage 1 authorization shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Very truly yours,

C. G. Polk
Division Engineer

3L (13)P

RECEIVED
MAY 16 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1st, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

416

With respect to the reinvestigation requested by the Commission of the possibility of oiling a 2.5-mile section of the Little Nestucca Secondary easterly from US #101, please be advised that I have discussed this matter with Mr. C. G. Polk of the Bureau of Public Roads. He is agreeable to programming surfacing of this section subject to some easing of a 20-degree curve, and I have accordingly placed an item in Program IV in the amount of $50,000 to cover this work.

With the Commission's approval of the program, we may proceed.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
MAY 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
SEP 21 1958
FOR FILING
8-214(5)
5409

May 1, 1958

Mr. Floyd F. Duncan, Secretary
South Tillamook Coast Road Committee
Route 2, Box 103
Cloverdale, Oregon

Dear Mr. Duncan:

This note is to acknowledge receipt of your letter of April 28, 1958 in which request is made that the State Highway Commission appropriate monies to finance completion of the Little Nestucca Secondary Highway.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information; however, I might state that a delegation from your community appeared before the State Highway Commission at its last meeting on this subject, particularly with reference to the oiling of a section at the westerly end of the road to remove the dust nuisance. The Commission referred the matter to the State Highway Engineer for investigation and report, but, of course, the Engineer had not yet had time to complete this assignment. The Commission appreciates your problem and I know would like to do what you ask, but as of now has not been able to respond due to lack of funds and the urgency of other improvements that had a higher priority rating.

You will be informed when the Engineer's report has been rendered and the Commission has taken action.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

South Tillamook Coast Road Committee
ROUTE 2
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE

April 28, 1958

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

SUBJECT: Little Nestucca River
Secondary Highway.

Dear Mr. Claisyer:

Attached is a copy of a letter addressed to you, under dated of June 20, 1957.

The second paragraph of this letter calls attention to the condition of the Little Nestucca River secondary highway. A year has almost elapsed now, and this section of highway is still unimproved, and the dust condition becoming worse daily.

At our last meeting, the Committee requested that money be appropriated for the completion of the Little Nestucca Secondary Highway, When completed this road would shorten the distance from Willamette Valley points to the Coast by at least nine miles. Farmers residing in the Little Nestucca Valley and along the river, who haul hay and other commodities from the Willamette Valley points would benefit, as would vacationers and tourists.

Your cooperation to the end that this highway be completed as soon as possible, will be greatly appreciated.

Very truly yours,

Floyd F. Duncan

Floyd F. Duncan, Secy.
Route 2, Box 103
Cloverdale, Oregon.

ffd-L
enc.

RECEIVED
APR 30 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORM E-80 50M 8-57——5583

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24th, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Investigation has been made of the possibility of oiling a 2.5-mile section of the Little Nestucca Highway easterly from US #101.

In discussing this with Division Engineer Walker, he indicates that it should be oiled from US #101 easterly across the recently constructed bridge section. He states that this distance is approximately 1.5 miles. In this area there is one 20° curve which could be easily reduced to 10° or 12°.

I have discussed this matter with Mr. Polk of the Bureau of Public Roads, and he has indicated a willingness to accept this as a project if the line is straightened out. The section is somewhat narrow, but it is Walker's belief that a 20-foot oiled surface can be placed with a minimum of 2-feet shoulders each side and a maximum of probably 4 feet, or an average of 3 feet. The estimate of cost, including the straightening of the 20° curve, is $35,000.

50,000

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

Agenda

RECEIVED
APR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY [illegible] 1958
FOR FILING
S-214(5)
3409

UB #

AGENDA
MAY 8 1958
U.B. #13
item 3.l
UB #13

STATE HIGHWAY COMMISSION MEETING

Cross Referenced To:
Adm
Petitions
Tillamook

Delegation Delegation from Tillamook Co. re improvement of Little Nestucca State Sec. Hwy.

Date March 28, 1958

Time 2:30 p.m.

Name	City or Town	Capacity
Judge Effenberger (spokesman)	TIllamook	Judge, Tillamook County
1. Walter Bodyfelt	Cloverdale	Residents
Fred Kiser	"	"
Harry B. Hammell	Pacific City	Chrmn, S. Tillamook Road Committee
Mrs. Walter Bodyfelt	Cloverdale	
Mrs. Tony Hurliman	"	
Mrs. Roy Dunn	"	
Mrs. Gus Hammen	"	
Mrs. Fred Kiser	"	
Mrs. Albert Fox	"	

E.R.
U.B. #13

[redacted]

BEFORE THE STATE HIGHWA Y COMMISSION OF THE STATE
OF OREGON

In the matter of improvements on)
the completionof grading and)
surfacing and getting rid of the) Brief
dust on the Little Nestucca Secondary)
Highway from Dolph, Oregon to its connection)
with U.S. Highway 101.)

1. DUST.
   - Milk Damage
   - Pasture Damage
   - Traffic Hazzard
   - Unsafe for pedestrian and cattle crossings
   - Rural fire protection hazzard.
   - Dust aggravates allergies such as asthma and exzema.

We request road to be oiled from the highway 101 continuosly to the Carol (Jake) Reddekopp residence, and in front of all other residences (7 or 8) to sufficently control dust.

2. School feeder bus is now in operation on this road as it is not possible to run larger busses over the road.

3.
Mail service to people living on this road could be improved by putting it in suitable condition for travel.

4. Farmers of this area who would benefit from improved road produce approximately 1½ million dollars of dairy products. About 25% of this is spent for feed and grain in valley points which would be hauled over this road. (hay, grain, silage, lime, etc.).

5.
Road would shorten distance from the Valley to South Tillamook County Beaches by fromsevem to ten miles.

6. We need a safer and more uaable road. Especially need road widen out from Yach Bridge to Savage Farm.

7. Access Forest Roads. This highway is in ~~Siousla~~ Siuslaw National Forest.

WE, THE UNDERSIGNED CITIZENS, RESPECTFULLY REQUEST THE OREGON STATE HIGHWAY COMMISSION TO IMPROVE THE CONDITION OF THE LITTLE NESTUCCA SECONDARY STATE HIGHWAY FOR SAFE AND CONVENIENT TRAFFIC USE, AND ALSO THAT DUST HAZZARD BE ELIMINATED ON [redacted] ABOVE MENTIONED HIGHWAY.

Kathryn E. Bodyfelt	
Walter C. Bodyfelt	
Mr. Mr. [illegible] Little [illegible] River	
Mr. and Mrs. Norman Riddekopp	
Mr. and Mrs. John H. [illegible]	
Mr. and Mrs. [illegible]	
Mr. and Mrs. [illegible]	
Mr. and Mrs. J. A. [illegible]	
Mr. and Mrs. John [illegible]	
Mr. and Mrs. John [illegible]	
~~Mr. and~~ Mrs Chas Kay	
Mrs. + Mr. P. A. Eslinger	
Elma A. Redberg	Oretown Rt
Ole B. Redberg	Oretown Rt.
C. Dunn	
John [illegible]	Neskowin Org
Lee [illegible]	[illegible]
[illegible] Lewallen	Cloverdale Ore
Oral Ray	Cloverdale, Ore.
Marie [illegible]	Cloverdale, Ore.
[illegible]	Cloverdale, Ore
[illegible]	Cloverdale, Ore
Leslie Traxler	Cloverdale Ore
Clifford Chambers	Cloverdale Ore.
Dorothy Good	Cloverdale, Ore
Gertrude I. Lewallen	Cloverdale, Ore.
[illegible]	[illegible]

WE, THE UNDERSIGNED [illegible] RESPECTFULLY REQUEST THE OREGON STATE HIGHWAY COMMISSION TO IMPROVE THE CONDITION OF THE LITTLE NESTUCCA SECONDARY STATE HIGHWAY FOR SAFE AND CONVENIENT TRAFFIC USE, AND ALSO THAT DUST HAZZARD BE ELIMINATED ON [redacted] ABOVE MENTIONED HIGHWAY.

Kathryn E. Bodyfelt.
Walter C. Bodyfelt
Mr. Mrs. [illegible]
Mr. and Mrs. Norman Riddekopp.
Mr. and Mrs. John H [illegible]
Mr. and Mrs. [illegible]
[illegible]
Mr. and Mrs. [illegible]
Mr. and Mrs. John W. [illegible]
Mr. and Mrs. John [illegible]
~~Mr and~~ Mrs. Oral Ray
Mrs. + Mr. [illegible]
Elma A. Redberg Oretown Rt
Ole B. Redberg Oretown Rt.
[illegible]
[illegible] Neskowin Oreg
[illegible]
[illegible] Lewallen Cloverdale Ore
Oral Ray Cloverdale, Ore.
Marie [illegible] Cloverdale, Ore.
[illegible] Cloverdale, Ore
[illegible] Cloverdale Ore
Leslie [illegible] Cloverdale Ore
Clifford Chambers Cloverdale Ore.
Dorothy ~~Good~~ Cloverdale Ore
Gertrude E. Lewallen Cloverdale, Ore.
[illegible] [illegible]. Ore.

RECEIVED
FEB 4 - 1958
FOR FILING

1/16/58
4 d

January 31, 1958

Cloverdale Grade School
Consolidated District No. 22
Cloverdale, Oregon

Attention: Mr. Ray Husbeck, Chairman
Mary Yocom, Clerk

4/16

Gentlemen:

On November 21, 1957 you directed a communication to the State Highway Department concerning conditions that exist on the Little Nestucca State Secondary Highway; also in which you urged the Highway Commission to construct a blacktop surface on this road as a convenience and aid in the transporting of school children in school buses.

Your request was carefully investigated by the Engineering Department, and the findings were reported to the State Highway Commission at its meeting on January 16, 1958. In his report the State Highway Engineer advised that the investigation revealed that to improve this section of highway, which extends 1.8 mile easterly from US 101, to a minimum standard would cost $37,000, and that a slightly lighter oil surface would cost $33,000; however, an improvement on that basis would be only 18 feet wide with no shoulders and would not be acceptable to the Bureau of Public Roads for federal participation. To construct a 20-foot oil surface with 4-foot gravel shoulders, he said, would cost approximately $100,000. The Engineer pointed out that traffic on this road is quite light, the average daily traffic being about 210 vehicles at the junction with the Oregon Coast Highway, and 110 vehicles at a point 3.35 miles east of the highway. He expressed the feeling that the project is a desirable one, as well as are others in the low-volume secondary road classification, but the facts are that the Commission does not now have sufficient funds available to finance the work.

The members of the Commission carefully considered the Engineer's report on the subject, and as a result thereof instructed me to inform you that they are not in position presently to construct the improvement that you desire but the project will be kept in mind for consideration at some future date when funds are available.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

January 31, 1958

Mr. Fred Kiser
Route 1, Box 115
Cloverdale, Oregon

Dear Mr. Kiser:

I refer to the petition that you sent to the State Highway Commission on November 20, 1957 in which the Commission was requested to pave the Little Nestucca Highway from its junction with US 101 to the Carol Reddekopp farmstead.

Your request was carefully investigated by the Engineering Department, and the findings were reported to the State Highway Commission at its meeting on January 16, 1958. In his report the State Highway Engineer advised that the investigation revealed that to improve this section of highway, which extends 1.8 mile easterly from US 101, to a minimum standard would cost $37,000, and that a slightly lighter oil surface would cost $33,000; however, an improvement on that basis would be only 18 feet wide with no shoulders and would not be acceptable to the Bureau of Public Roads for federal participation. To construct a 20-foot oil surface with 4-foot gravel shoulders, he said, would cost approximately $100,000. The Engineer pointed out that traffic on this road is quite light, the average daily traffic being about 210 vehicles at the junction with the Oregon Coast Highway, and 110 vehicles at a point 3.35 miles east of the highway. He expressed the feeling that the project is a desirable one, as well as are others in the low-volume secondary road classification, but the facts are that the Commission does not now have sufficient funds available to finance the work.

The members of the Commission carefully considered the Engineer's report on the subject, and as a result thereof instructed me to inform you that they are not in position presently to construct the improvement that you desire but the project will be kept in mind for consideration at some future date when funds are available.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

January 31, 1958

Mr. C. O. Dougherty, Clerk
Union High School No. 3
Cloverdale, Oregon

Dear Mr. Dougherty:

On November 22, 1957 you directed a communication to the State Highway Commission in which request was made for the hard surfacing of a 1.8 mile section of the Meda Loop Road and a 1.10 mile section of the Little Nestucca Highway.

This matter was carefully investigated by our Traffic Engineering Department and the findings were reported to the State Highway Commission at its meeting on January 16 1958. In his report the State Highway Engineer advised that the investigation revealed that to improve this section of highway, which extends 1.8 mile easterly from US 101, to a minimum standard would cost $37,000, and that a slightly lighter oil surface would cost $33.000; however, an improvement on that basis would be only 18 feet wide with no shoulders and would not be acceptable to the Bureau of Public Roads for federal participation. To construct a 20-foot oil surface with 4-foot gravel shoulders, he said, would cost approximately $100,000. The Engineer pointed out that traffic on this road is quite light, the average daily traffic being about 210 vehicles at the junction with the Oregon Coast Highway, and 110 vehicles at a point 3.35 miles east of the highway. He expressed the feeling that the project is a desirable one, as well as are others in the low-volume secondary road classification, but the facts are that the Commission does not now have sufficient funds available to finance the work.

The members of the Commission carefully considered the Engineer's report on the subject, and as a result thereof instructed me to inform you that they are not in position presently to construct the improvement that you desire but the project will be kept in mind for consideration at some future date when funds are available.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
DEC. 17 1957
FOR FILING

S-21(4:5)

5499

December 17, 1957

Oregon State Highway Commission

Gentlemen:

We have received letters and petitions requesting an improvement on the westerly end of the Little Nestucca Secondary Highway in Tillamook County. The section in question is 1.8 miles long and extends easterly from US101. The letters received were from School District No. 22, Union High School No. 3, and petitions from a group of interested citizens.

Investigation has been made, and it has been determined that to improve this section to a minimum standard using a C-11 oil mat would cost $37,000. A slightly lighter oil mat (C-9) could be constructed for $33,000. An improvement on this basis would be only 18 feet wide, with no shoulders, and would not be acceptable to the Bureau of Public Roads for federal participation. A 20-foot oil surface, with four-foot gravel shoulders, would cost approximately $100,000.

The traffic on the road is quite light, there being an average daily traffic of only 210 at the junction with the Oregon Coast Highway and 110 at a point 3.35 miles east of the Oregon Coast Highway.

While it would be desirable to have this, as well as many other of our low-volume secondary roads improved, the fact remains that we do not have sufficient funds available and certain sections will have to wait until more heavily traveled units are completed.

It is my recommendation that we inform the interested parties that the matter will be considered at some time in the future when funds are available but that nothing can be programmed at this time.

The matter will be considered at the meeting on January 16-17.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

FC:me fn

November 26, 1957

Cloverdale Grade School
Consolidated District No. 22
Cloverdale, Oregon

Attention: Mr. Ray Hushbeck, Chairman
Mary Yocom, Clerk

Dear Mr. Hushbeck:

This is to acknowledge the receipt of your letter of November 21, 1957, in which you register a complaint regarding the conditions of the Little Nestucca State Secondary Highway; also in which you urge the State Highway Commission to construct a blacktop pavement on this road as a convenience and aid in the transportation of school children in school busses.

I shall bring your letter to the attention of the State Highway Commission and the State Highway Engineer for their information along with others on the same subject.

You will be informed when action has been taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Commissioners
W. C. Williams

report pending

November 26, 1957

Mr. Fred Kiser
Route 1, Box 115
Cloverdale, Oregon

Dear Mr. Kiser:

Received from you in today's mail was a petition signed by yourself and others dated November 20, 1957, in which the Highway Commission was requested to pave the Little Nestucca Roadway from its junction with Highway 101 to the Carol Reddekopp farmstead. The petition will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer along with others, on the same subject and you will be informed when action has been taken on the subject.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Commissioners
W. C. Williams

November 26, 1957

C. O. Dougherty, Clerk
Union High School No. 3
Cloverdale, Oregon

Dear Mr. Dougherty:

Acknowledgement is made of your letter of November 22, 1957, in which the Highway Commission's attention is called to the condition of Meda Loop and the Little Nestucca Highway and in which you urge the State Highway Commission to improve these roads; at least a 1.8 mile portion of the Meda Loop and a 1.1 mile portion of the Little Nestucca Road. I am bringing your letter to the attention of the State Highway Commissioners and the State Highway Engineer for their information, along with others on the same subject.

You will be informed when action has been taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Commissioners
W. C. Williams

UNION HIGH SCHOOL NO. 3
"NESTUCCA"
CLOVERDALE, OREGON

~~LEE ROY HANSON~~
PRINCIPAL
C. O. DOUGHERTY
CLERK

BOARD OF DIRECTORS
~~M. A. JOHANSEN~~
~~G. R. DOWNS~~
~~LLOYD McKELLIP~~
~~JENNETTE AUFDERMAUER~~

Nov. 22, 1957

State Highway Commission
Salem, Oregon

Sirs:

This letter has to do with a state road known as the Meda Loop and Little Nestucca road being in south Tillamook county and connecting No. 101 and No. 14 at Dolph. This school district operates a school bus of 60 passenger capacity over 2.9 miles of the state road above mentioned.

At the last board meeting on Nov. 12 the board decided to take continuing action as needed in an attempt to get an improved road. The south portion of the Meda Loop (county road) is oiled and has been for three or more years. The State portion is gravel, potted, dirty and outclassed by roads around it and connections to it.

This school district is particulary interested in and requesting the commission to hard surface at least the Meda Loop portion (1.8 miles) and 1.1 miles of the Little Nestucca road. We would be pleased to hear from you in regard to this road.

Sincerely,
C O Dougherty
C. O. Dougherty, Clerk

RECEIVED
NOV 26 1957
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

PRINCIPAL, ADMINISTRATOR:
ALBERT A. HOFFMAN - PHONE 469

BOARD MEETINGS:
SECOND MONDAY EACH MONTH
SCHOOL PHONE 443

CLOVERDALE GRADE SCHOOL
CONSOLIDATED DISTRICT NO. 22
CLOVERDALE, OREGON

November 21, 1957

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

Gentlemen:

The School Board of Dist # 22 Tillamook County Oregon herewith submits a complaint on the State Secondary Road known as Little Nestucca River Road.

This complaint is issued due to the high maintenance costs and the more than normal wear and tear on the school bus making this run. Although this is not our bus, we have a reciprocal transportation agreement withthe Nestucca Union High School Board whereby they travel some routes and transport both grade school and high school students while we travel other routes doing the same. This reducesour transportation costs considerably and thus eleminates operating two sets of buses over the same routes. However this road may jeapordise this reciprocal agreement as they find their maintenance cost on their bus which is operating this route far above expectations. Should this reciprocal agreement become null and void then it would entail operating two sets of buses over the same routes which would make transportation prohibitive.

All other school bus routes in the immediate area including county roads are black topped yet this state road is gravel.

We wish to go on record requesting that this road necessitating traveling over by school buses be black topped.

We sincerely believe your investigations and findings will substantiate our claim and prove our needs for black topping this road.

Sincerely Yours,
School Dist. # 22

Chairman Ray Hushbeck

Clerk Mary Yocom

ACKNOWLEDGED
H. B. GLAISYER

Nov. 20, 1957

Dear Sirs:

We, the undersigned, do respectfully request that you consider our petition to pave the Little Nestucca roadway - from highway 101 to the Carol Reddekopp farmstead.

ACKNOWLEDGED
H. B. GLAISYER

Fred Kiser
Dorothy Kiser
W. H. Etzwiler
T. M. Ogle Logging Co.
Chas. [illegible]
Calvin Ward
Lois Ward
[illegible] Dunn
Estella L. Dunn
Jessie M Ray
[illegible] Dunn
Lenthal Conlee
Maxine Conlee
Mrs Geo [illegible]
Carol Reddekopp

Walter Bodyfelt
Kathryn E. Bodyfelt
Clem Hurliman Jr.
Oral Ray
Elizabeth Hurliman
Tony Hurliman
norman Reddekopp
Gene Reddekopp
~~[illegible]~~ A Hoffman
Leo Hurliman
Doralee Hurliman
W H Cline
J. H. Powers
Martha C. Powers
John L Craven Jr.
John E Hagerty
Wilma D. Hagerty

R.F. 1 Box 115   By Fred Kiser Cloverdale Ore.

File

RECEIVED
JUL 31 1957

FOR FILING

Const
R/W
Little Nestucca Rec.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1957

SUBJECT: Revised Report & Estimate
Little Nestucca Highway
Tillamook County

Mr. Tom Edwards
Construction Engineer
Office

I am submitting herewith a revised estimate on the westerly end (from US 101 to junction of paved county road) of the above named highway using a suitable base with an O-9 Oil Mat as instructed.

A field investigation made by W. C. Hill, Soils Engineer, indicates that a total of 11 inches of base and wear would be required. A five-inch equivalent was given to the existing base making a total of six inches of base and wear to be constructed. An 18-foot width of oil mat without shoulders was used which will stay within the limits of the existing roadway.

An alternate estimate using an O-11 Oil Mat was prepared. The O-11 was found to cost an additional $4,000.00.

A detailed estimate and sketch map are attached. Unit prices were obtained from Cost Analysis.

Victor D. Wolfe

Victor D. Wolfe
Reconnaissance Engineer

VDW:am

Attach.

Mr. Edwards [illegible] 7-26-57
read to him

NOTED
FORREST COOPER

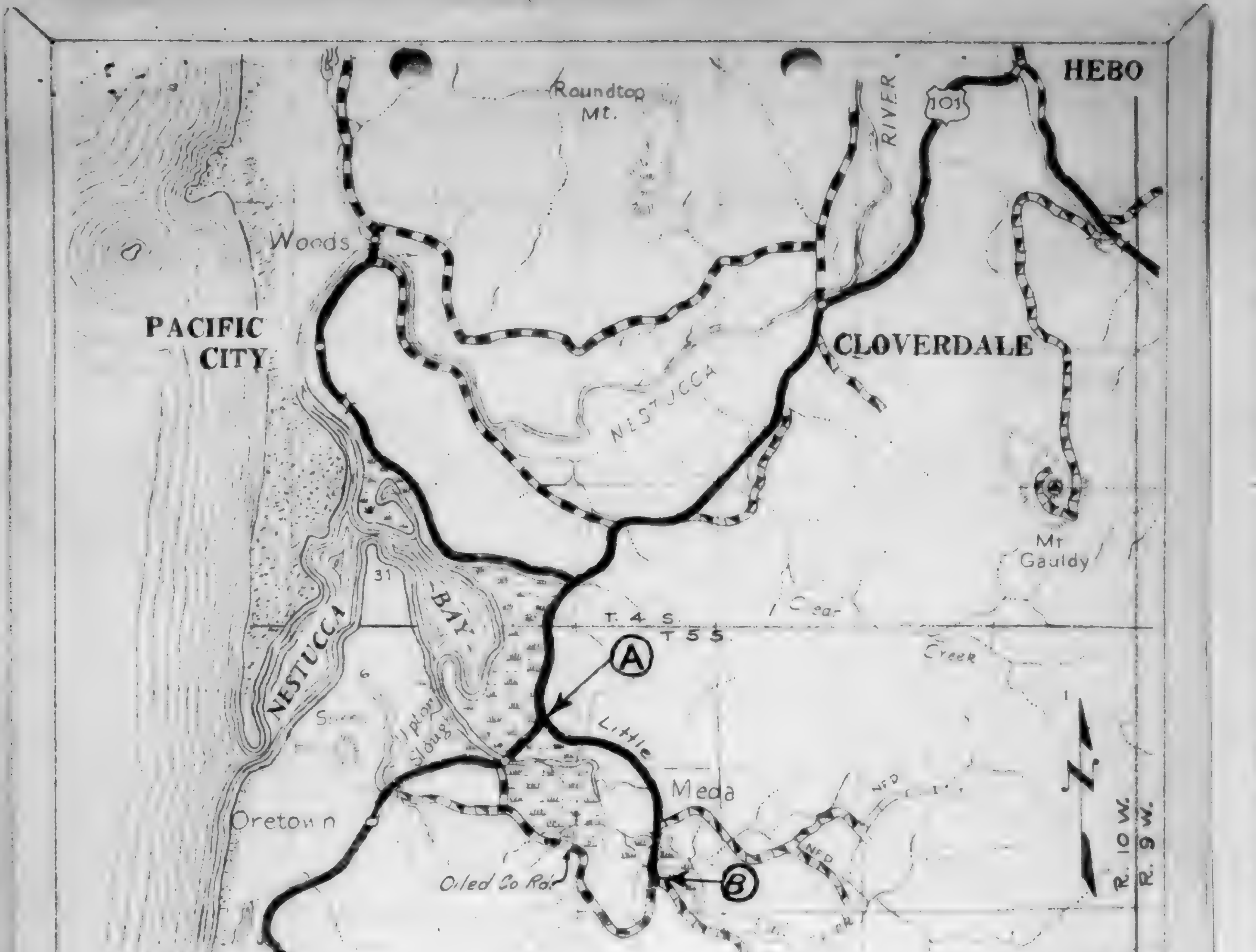
Windshield Reconnaissance Estimate
Little Nestucca Highway # 130
Total Length 1.80 Miles (Approx.)

0-9 Oil Mat

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
Base Course	Cu. Yd.	2,280	570	2,850	$ 4.00	$ 11,400
Leveling course	Cu. Yd.	1,000	250	1,250	4.00	5,000
Sprinkling	M.Gal.	80	20	100	3.50	350
150-200 Asphalt	Ton	31	9	40	55.00	2,200
RS-1 Asphalt	Ton	20	5	25	60.00	1,500
Aggregate	Cu. Yd.	517	133	650	5.00	3,250
Preparation of Base	All				Lump sum	300
	Subtotal					$ 24,000
	Engineering & Contingencies					9,000
	TOTAL CONSTRUCTION COST					$ 33,000

0-11 Oil Mat

Base Course	Cu. Yd.	1,900	500	2,400	4.00	9,600
Leveling Course	Cu. Yd.	1,000	250	1,250	4.00	5,000
Sprinkling	M. Gal.	72	18	90	3.50	300
150-200 Asphalt	Ton	67	13	80	55.00	4,400
RS-1 Asphalt	Ton	20	5	25	60.00	1,500
Aggregate	Cu. Yd.	904	226	1,130	5.00	5,600
Preparation of Base	All				Lump sum	300
	Subtotal					$ 26,700
	Engineering & Contingencies					10,300
	TOTAL CONSTRUCTION COST					$ 37,000


HEBO
101
Roundtop Mt.
RIVER
Woods
PACIFIC CITY
CLOVERDALE
NESTUCCA
NESTUCCA
BAY
31
6
T. 4 S.
T. 5 S.
Ⓐ
Little
Meda
Oretown
Oiled Co. Rd.
Ⓑ
NFD
NFD
Mt Gauldy
Clear
Creek
Creek
Nestucca
Hwy
R. 10 W.
R. 9 W.
101
NESKOWIN
31
36

RECON. SKETCH MAP

Little Nestucca Secondary Highway
Tillamook County
Scale 1" = 1 Mi. July 1957

Limits of Estimate: Ⓐ to Ⓑ
Length: 1.8 Miles
L[illegible] 9 Oil Mat* $ 24,[illegible]
Engr. & Conting. $ 9,[illegible]
Total Const. Cost $ 33,[illegible]

* Add $4,200 to Total Cost for 0-11 Oil Mat

RECEIVED
JUL 24 1957
FOR FILING
8-314(5)
5409

Salem, Oregon
July 18, 1957

Little Nestucca Highway -
Possibility of minimum
leveling course with O-9
oil job

Mr. Tom Edwards
Construction Engineer
Department

I have your letter of July 15, 1957 attached to a copy of Vic Wolfe's report on the cost of oiling a two-mile section on the Little Nestucca Secondary Highway from US101 southeasterly across Meda Bridge. While I do not quarrel with the estimate, I believe that there may be some more economic way of providing for a dust-free road on this short section. I believe that this unit has a fairly adequate rock base, and, even though it is somewhat narrow, I wish you would investigate the possibility of putting a minimum leveling course on it with an O-9 oil job, devoid of all trimmings.

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM 230—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I attach hereto Vic Wolfe's estimate of the cost of oiling a 2-mile section of the westerly end of the Little Nestucca Highway requested in your letter of July 3rd.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
JUL 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—8-56—96858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1957

SUBJECT: Estimate: two-mile section
Little Nestucca Secondary
Tillamook county

To:

Mr. Tom Edwards
Construction Engineer
Office

In accordance with instructions, a windshield-type reconnaissance estimate has been prepared to determine the cost of oiling a two-mile section on the westerly end of the Little Nestucca Secondary Highway starting from US 101.

As instructed by Mr. Cooper, twenty feet of penetration macadam, Type O-11, with four-foot gravel shoulders was used. Reference to a 1954 reconnaissance of this area by W. T. Wright indicated that a total depth of one foot for surfacing and oil mat would be adequate. This was used as a basis for this estimate.

In order to comply with the above standards, a subgrade width of 34 feet is required. A check with the Traffic Division shows that the existing road has widths varying from 16 to 28 feet including shoulders. From this information it appeared that widening was necessary to bring the subgrade to standard width, and this estimate reflets the costs required for this. Use was made of W. T. Wright's reconnaissance for determination of the quantities.

Over Meda Creek, there is a 262-foot concrete structure with 28 feet of roadway width which seems to be adequate for the stated standards.

A sketch map (1":1 mile) is attached showing the limits of this estimate. Also attached is a detailed estimate. Unit prices were obtained from Cost Analysis.

Victor D Wolfe
Victor D. Wolfe
Reconnaissance Engineer

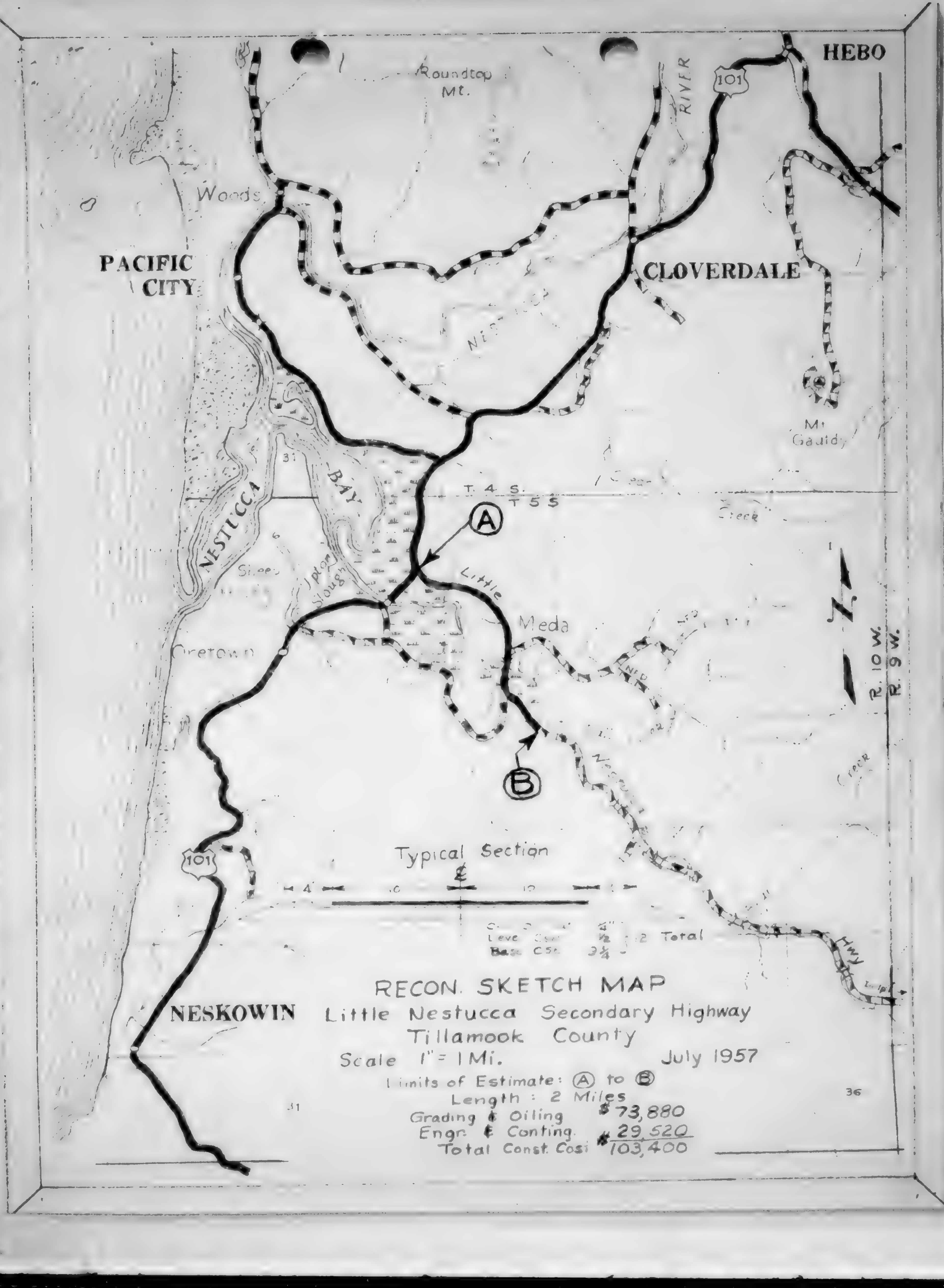
VDW:am

Attach

Little Nestucca Secondary Highway
Tillamook County

Reconnaissance Estimate

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
Clearing & Grubbing	All				$	$ 1,500
Drainage Excavation	Cu. Yd.	150	40	190	3.00	570
General Excavation	Cu. Yd.	11,140	2,780	13,920	0.50	6,960
Short Overhaul	Yd. Sta.	32,700	8,300	41,000	0.02	820
Long Overhaul	"C" Yd.Sta.	3,560	940	4,500	0.50	2,250
Rounding Cutbanks	Lin. Ft.	6,100	1,500	7,600	0.20	1,520
Finish Roadbed & Slopes	Mile	2		2	750.00	1,500
18" Conc. Pipe	Lin. Ft.	570	140	710	4.00	2,840
24" Conc. Pipe	Lin. Ft.	78	22	100	5.50	550
36" Conc. Pipe	Lin. Ft.	195	45	240	9.50	2,280
48" Conc. Pipe	Lin. Ft.	50	10	60	11.50	690
Surf. & Oil Mat (0-11)	Mile	2		2	26,200.00	52,400
	Subtotal					73,880
	Engineering & Contingencies					29,520
	Total Construction					103,400


HEBO
101
Roundtop Mt.
RIVER
Woods
PACIFIC CITY
CLOVERDALE
NESTUCCA
Mt Gaudy
NESTUCCA
BAY
31
6
T. 4 S.
T. 5 S.
Creek
A
Little
Meda
Oretown
B
Creek
Hwy
R. 10 W.
R. 9 W.
101
NESKOWIN
31
36
Typical Section
℄
4
10
10
Leve C'se ½
Base C'se 3¼
2 Total

RECON. SKETCH MAP

Little Nestucca Secondary Highway

Tillamook County

Scale 1" = 1 Mi. July 1957

Limits of Estimate: Ⓐ to Ⓑ

Length : 2 Miles

Grading & Oiling	$73,880
Engr. & Conting.	$29,520
Total Const. Cost	$103,400

P

RECEIVED
JUL 12 1957
FOR FILING

S-2 14 (5)

5409

July 11, 1957

416

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
Cloverdale, Oregon

Dear Mr. Leufquist:

Reply is made to your letter of June 26 concerning the condition of the Little Nestucca River Secondary Highway.

First, let me correct a mistake in our letter of May 10, 1955, concerning the Meda Bridge Section which stated, "also included the grading and paving of the approaches thereto which covered a distance of almost two miles." The "two miles" is incorrect, the distance being 2,000 feet. This project has been completed but due to lack of funds paving was not placed for the reason that such a minor section would not be of value.

Our maintenance people are being instructed immediately to place a calcium chloride treatment on this section, which will alleviate the dust condition for the time being. The Highway Commission will give consideration to a permanent improvement when funds are available.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Commissioners
Mr. H. B. Glaisyer
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. E. A. Collier
Mr. J. D. Walker

(Construction) fn

Salem, Oregon
July 3, 1957

Estimate - two-mile section,
Little Nestucca Secondary
Highway

Mr. Tom Edwards
Construction Engineer
Department

Will you please prepare, without benefit of field surveys, a windshield-type estimate for oiling a two-mile section on the westerly end of the Little Nestucca Secondary Highway starting from US101. The estimate should be prepared on the basis of a federal-aid project which would call for a minimum of 20 feet of oil surface, O-11 type, with four-foot gravel shoulders, on a reasonable base.

Forrest Cooper
Deputy State Highway Engineer

FC:me

report pending

June 26, 1957

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
Cloverdale, Oregon

Dear Mr. Leufquist:

In your letter of June 20, 1957 you request further improvement of the Little Nestucca State Secondary Highway and you state reasons why this work should be accomplished.

There is no work presently programmed for this highway, but I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

In the third paragraph of your letter you mention information given you on May 10, 1955 regarding construction of the new Meda Bridge across the Little Nestucca River, including grading and paving of approaches thereto covering a distance of about two miles. That information was somewhat misleading. The two mile section that was to be improved was not the approaches to the bridge, but was the widening and surfacing of the unit that begins about two miles west of Dolph and extends westerly thereof for a distance of about two miles. That work has also been accomplished.

As stated above, your letter will be brought to the attention of the Highway Commission and the Highway Engineer, and when action has been taken on it you will be informed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Commissioners
W. C. Williams

South Tillamook Coast Road Committee
ROUTE 2 Box 77
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
~~SANDLAKE GRANGE~~
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
DRETOWN GRANGE

June 20,1957

Mr.H.B.Glaisyer,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr.Glaisyer: Subject: Little Nestucca River
Secondary Highway.

We are again bringing to the attention of the Commission the condition of the Little Nestucca Secondary Highway.

Although this road has seen some improvement from time to time, this road is still in hazardous condition, due principally to the serious dust condition prevailing during dry weather. Not only is this dust condition a traffic hazard, but also detrimental to pastures, homes and gardens which adjoin this highway. There is considerable pressure being brought to bear with owners of property along this river to close the river adjoining their property to fisherman, due to the extra traffic they produce.

Please refer to your letter of May 10th,1955, wherein you advised that the monies to be appropriated for the new Meda Bridge, also included the grading and paving of the approaches thereto which covered a distance of almost two miles. To date this stretch has not been paved let alone a drop of oil to settle the dust.

We feel that this is a serious condition and a real hazard.Although school is now over for the summer it will not be long before the school busses will be back in operation and again must fight the dust as our dry season does extend into early fall.

Your co-operation in progressing this situation with the Highway Engineers and the Commission would be greatly appreciated, advising.

Very truly yours

Robert W. Leufquist
Robert W.Leufquist, Sec'y

RWL
####

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 14 1957
FOR FILING

S214 (5)

5407

P

March 13, 1957

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2
Cloverdale, Oregon

Dear Mr. Leufquist:

Your letter of March 9 inquiring as to what are the plans of the State Highway Commission for the further improvement of the Little Nestucca Secondary Highway has just been received.

I am sorry that I am going to have to disappoint you, but the Highway Commission has made no provision for the further improvement of this road up to the present time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

South Tillamook Coast Road Committee
ROUTE 2
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE

Mar.9,1957.

Mr.H.B,Glaisyer,
Secretary,
Oregon State Highway Commission,
Salem,Ore.

Dear Mr.Glaisyer: Subject: Improvement Little Nestucca Secondary Highway.

Please refer to our letter Nov.13th,1956, and your reply Nov.16th, regarding further improvement of the Little Nestucca Secondary Highway.

Have their been any further development as to the Commission's plans in further improveing the above road?

Very truly yours,
Robert W. Leufquist
Robert W.Leufquist, Sec'y

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 13 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1957
FOR FILING

report pending

S.214(5)

5409

November 16, 1956

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Association
Route 2
Cloverdale, Oregon

Dear Mr. Leufquist:

Just received is your letter of November 13, 1956 requesting the early improvement of the Little Nestucca State Secondary Highway.

I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

Mr Williams noted letter + sent it to the file

South Tillamook Coast Road Committee
ROUTE 2
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE
Cloverdale Civic Club, Cloverdale, Ore
Lions Club, Cloverdale, Ore.

Nov.13,1956

Mr.H.B.**Glaisyer**,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr.Glaisyer:

Subject: Improvement Little Nestucca River Secondary Highway.

With the advent of Electric Power coming into the area of the Little Nestucca River, property adjacent to this road is becoming more settled and populated, with the result of increased traffic.

Included in this traffic is the school bus and mail service as well as other vehecular traffic,and with the road in it's present condition is inadequate for proper and safe transportation, therefore we urge that all consideration be given to this road in the apportioning of funds. That further improvement may be done to this road in the very near future.

Very truly yours

Robert W. Leufquist
Secretary.

RWL

RECEIVED
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STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

I-80N-2(10) Dodson Overcrossing 1959
31
#5410

RECEIVED
SEP 19 1960
FOR FILING
1-9N-2(1)
5410

September 16, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5410 for construction of the Dodson Overcrossing on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County was completed by the contractor, C. M. Corkum Co. Inc., on June 22, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $16,330.29 will be released to the contractor on or after September 26, 1960. The total contract amount is $219,025.50, of which amount $530.21 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Contract No 5410   9-2-59   A

RECEIVED
SEP 23 1959
FOR FILING
I 80N-2(10)31
5410

Monthly Transaction No. 12	Form 2 (9-1)	State Oregon
Project Report No. 8	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project No. I-80N-2(10)31

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Dodson Highway - R. R. O'xing Structure

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	6-5-57	----
Rights-of-Way		
Construction	1-2-59	0.01
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 255,655	$ 235,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ______
(title)

By ______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer September 2, 1959

USComm-DC 40257

August 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Multnomah Falls-Dodson Section (Dodson Structure), Project No. I-80N-2(10)31.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

May 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Multnomah Falls-Dodson Section, Project No. I-80N-2(10)31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project I-80N-2(10)31

MULTNOMAH FALLS-DODSON SECTION (DODSON STRUCTURE)

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1959

Type Code P. E.

Preliminary Engineering		All Required	$	$ 6,000.00

Type Code X531
Dodson Overcrossing (Sta. 1431+42 to Sta. 1437+72)(Contract No. 5410)

Maintain Traffic	All	Required	$	$ 600.00
Shoring, Cribbing, etc.	All	Required		3,800.00
Structural Excavation	1,100	cu. yds.	7.50	8,250.00
Excavation Below Elevation Shown	150	cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,120	lin. ft.	5.20	5,824.00
Drive Steel Piles	16	only	63.00	1,008.00
Splice Steel Piles	5	only	50.00	250.00
Furnish Treated Timber Piles	2,500	lin. ft.	1.00	2,500.00
Drive Steel Piles	69	only	53.00	3,657.00
Class "A" Concrete	All	Required		71,250.00
Metal Reinforcement	236,000	lbs.	0.12	28,320.00
Structural Steel	All	Required		91,350.00
8-inch Metal Drain Pipe	100	lin. ft.	4.00	400.00
				$218,709.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Work by U.P.R.R. (O.W.R.R. & N.)	All	Required		7,750.00
	Subtotal			$226,959.00
	10% Engr. & Cont.			22,695.90
		Total		$249,654.90

Length of Structure - - - - - - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	249,654.90	230,000.00	19,654.90
	$255,654.90	$235,000.00	$20,654.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MULTNOMAH FALLS-DODSON SECTION (DODSON STRUCTURE)

PROJECT NO. I-80N-2(10)31

Estimated cost of work by the O.W.R.R. & N. Company (U.P.R.R.)

Labor and material to install single guard rail on main and passing track	$ 450.00
Labor and material to rearrange R/W fence	400.00
Labor and material to remove and replace communication lines	2,700.00
Labor and material to remove and replace signal lines	4,200.00
	$7,750.00
Use	$7,750.00

Federal Aid
Project I-80N-2(10)31

Oregon State Highway Department

MULTNOMAH FALLS-DODSON SECTION (DODSON STRUCTURE)

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 18, 1958

Type Code P. E.

Preliminary Engineering	All Required	$	$ 6,000.00

Type Code X531
Dodson Overcrossing (Sta. 1431+42 to Sta. 1437+72)

Maintain Traffic	All Required	$	$ 2,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	1,100 cu. yds.	8.00	8,800.00
Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,120 lin. ft.	6.00	6,720.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	5 only	30.00	150.00
Furnish Treated Timber Piles	3,450 lin. ft.	1.40	4,830.00
Drive Steel Piles	69 only	60.00	4,140.00
Class "A" Concrete	1,300 cu. yds.	75.00	97,500.00
Metal Reinforcement	230,000 lbs.	0.135	31,050.00
Structural Steel	All Required		102,580.00
8-inch Metal Drain Pipe	100 lin. ft.	5.00	500.00
			$268,970.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by U.P.R.R. (O.W.R.R. & N.)	All Required		7,000.00
Work by Western Union Co.	All Required		3,000.00
	Subtotal		$279,470.00
	10% Engr. & Cont.		27,947.00
	Total		$307,417.00

Length of Structure - - - - - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	307,417.00	283,000.00	24,417.00
	$313,417.00	$288,000.00	$25,417.00

Oregon State Highway Department

Federal Aid
Project I-80N-2(10)31

MULTNOMAH FALLS-DODSON SECTION (DODSON STRUCTURE)

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications, Not as a basis for project agreement.)

Salem, Oregon, December 22, 1958

Type Code P. E.

Preliminary Engineering	All Required	$	$ 6,000.00

Type Code X531
Dodson Overcrossing (Sta. 1431+42 to Sta. 1437+72)

Maintain Traffic	All Required	$	$ 2,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	1,100 cu. yds.	8.00	8,800.00
Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,120 lin. ft.	6.00	6,720.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	5 only	30.00	150.00
Furnish Treated Timber Piles	3,450 lin. ft.	1.40	4,830.00
Drive Steel Piles	69 only	60.00	4,140.00
Class "A" Concrete	All Required		97,500.00
Metal Reinforcement	230,000 lbs.	0.135	31,050.00
Structural Steel	All Required		102,580.00
8-inch Metal Drain Pipe	100 lin. ft.	5.00	500.00
			$268,970.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by U.P.R.R. (O.W.R.R. & N.)	All Required		7,000.00
Work by Western Union Co.	All Required		3,000.00
	Subtotal		$279,470.00
	10% Engr. & Cont.		27,947.00
	Total		$307,417.00

Length of Structure - - - - - - - - - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	307,417.00	283,000.00	24,417.00
	$313,417.00	$288,000.00	$ 25,417.00

Oregon State Highway Department

Federal Aid
Project I-80N-2(10)31

MULTNOMAH FALLS-DODSON SECTION (DODSON STRUCTURE)

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 8, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 6,000.00

Type Code X531
Dodson Overcrossing (Sta. 1431+42 to Sta. 1437+72)

Maintain Traffic	All	Required		$ 2,000.00
Shoring, Cribbing, Etc.	All	Required		8,000.00
Structural Excavation	1,100	cu. yds.	$ 8.00	8,800.00
Excavation Below Elevation Shown	150	cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,120	lin. ft.	6.00	6,720.00
Drive Steel Piles	16	only	75.00	1,200.00
Splice Steel Piles	5	only	30.00	150.00
Furnish Treated Timber Piles	2,500	lin. ft.	1.40	3,500.00
Drive Steel Piles	69	only	60.00	4,140.00
Class "A" Concrete	All	Required		100,125.00
Metal Reinforcement	236,000	lbs.	.135	31,860.00
Structural Steel	All	Required		102,580.00
8-inch Metal Drain Pipe	100	lin. ft.	5.00	500.00
				$271,075.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Work by U.P.R.R. (O.W.R.R. & N.)	All	Required		10,000.00
		Subtotal		$281,575.00
		10% Engr. & Cont.		28,157.50
		Total		$309,732.50

Length of Structure - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	309,732.50	286,000.00	23,732.50
	$315,732.50	$291,000.00	$ 24,732.50

RECEIVED
AUG [illegible] 1959
FOR [illegible]

FSUN-2(10)31

5410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 24, 1959

To: Mr. Earl Saling
Right-of-Way Office Mgr.
Office

SUBJECT: Pux 290 & R-29453
Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

Herewith I hand you fully executed copy of agreement with Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, relative to the above-titled project. The instrument should be placed on record and thereafter the executed copy forwarded to Mr. Query for his files.

Conformed copies of the agreement have been sent as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: Forrest Cooper - with exhibit
G. S. Paxson " "
Ivan Merchant " "
Tom Edwards " " (2)
I. A. DeFrance " " (2)
A. G. Skelton " " (2)

RECEIVED
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OFFICE OF
[illegible] ENGINEER

NOTED
FORREST COOPER

Pux 290 & File No. 29453

THIS AGREEMENT made this 6th day of March 1959, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

1. Columbia River Highway (hereinafter called "highway") now crosses over the Railroads' main line near Dodson in Multnomah County, Oregon, said crossing being identified as No. 2A-33.47-A in the records of the Public Utility Commissioner of Oregon.

2. By agreement dated December 29, 1938, and supplement thereto dated March 21, 1939, the Railroads granted the State an easement for said crossing upon that part of their property therein identified as Encroachment No. 15, which easement is represented by green color on map dated February 6, 1959, hereto attached, marked "Exhibit A" and by this reference made part of this agreement.

3. Said highway crosses said main line of the Railroads by means of an overhead viaduct constructed and maintained by the State pursuant to the aforesaid agreements, which viaduct is indicated on map Exhibit A hereto as "Existing Structure". In order to improve said highway the State now desires to construct and maintain parallel with and contiguous to said existing viaduct, an additional viaduct partly within the said area described as Encroachment No. 15 and partly upon other property of the Railroads, which other property is represented by yellow color on map Exhibit A hereto; said additional viaduct being indicated on said map Exhibit A as "Proposed Structure".

4. In conformity with Oregon law the State has applied to the Public Utility Commissioner of Oregon and said Commissioner has granted by his Order No. 36325 dated November 10, 1958, authority for construction of said additional viaduct over the Railroads' said main line, subject to the terms, provisions and conditions stated in said order.

5. This agreement is made pursuant to § 366.335 ORS, for the purpose of granting to the State an easement for said additional viaduct and for the purpose of providing for the construction and maintenance of said additional viaduct and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENT GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement, an easement to construct and thereafter maintain, repair, renew and use said highway over and across the Railroads' property and tracks in Multnomah County, Oregon, in the location described as follows:

> All that portion of the 100-foot right of way of Oregon-Washington Railroad & Navigation Company situate in the SE¼NE¼ of Section 3, Township 1 North, Range 6 East of the Willamette Meridian, in Multnomah County, Oregon, that lies between lines parallel with and 50 feet and 80 feet distant southerly, measured at right angles and/or radially, from the hereinafter described center line of right of way for relocated Columbia River Highway as now constructed.
>
> Also, a parcel of land situate in the SE¼NE¼ and in Government Lot 2 of said Section 3, bounded and described as follows:
>
> Beginning at a point in the northerly right of way line of said Railroad Company that is 50 feet distant northwesterly, measured at right angles, from the center line of the main track of said Railroad Company as now constructed and operated, said point also being 80 feet distant southerly, measured at right angles, from said hereinafter described center line of right of way for relocated Columbia River Highway;
>
> thence southwesterly along said northerly right of way line which is parallel with and 50 feet northwesterly from said center line of main track, a distance of 133 feet;
>
> thence southeasterly at right angles a distance of 8 feet;
>
> thence northeasterly at right angles, a distance of 150.2 feet, more or less, to a point in a line parallel with and 80 feet southerly from said hereinafter described center line of right of way for relocated Columbia River Highway;
>
> thence westerly along said parallel line a distance of 18.9 feet, more or less, to the point of beginning.

Also, a parcel of land situate in the E½ of NE¼ of said Section 3, Township 1 North, Range 6 East, bounded and described as follows:

Beginning at a point in the southerly right of way line of said Railroad Company that is 50 feet distant southeasterly, measured at right angles, from the center line of the main track of said Railroad Company as now constructed and operated, said point also being 50 feet distant northerly, measured radially, from said hereinafter described center line of right of way for relocated Columbia River Highway;

thence northeasterly along said southerly right of way line which is parallel with and 50 feet southeasterly from said center line of main track, a distance of 335 feet;

thence northwesterly at right angles a distance of 20 feet;

thence southwesterly at right angles a distance of 380 feet, more or less, to a point in a line parallel with and 50 feet northerly from said hereinafter described center line of right of way for relocated Columbia River Highway;

thence easterly along said parallel line a distance of 47 feet, more or less, to the point of beginning.

Said center line of right of way for relocated Columbia River Highway hereinabove referred to being described as follows:

Beginning at a point in the west line of said Section 3 that bears N. 0° 10' E. 2194.08 feet from the southwest corner thereof;

thence northeasterly along a 0° 12' curve to the right a distance of 3222.25 feet, the long chord bearing N. 67° 40' 10" E.;

thence northeasterly along a spiral curve to the right a distance of 200 feet, the long chord bearing N. 71° 01' 30" E.;

thence N. 71° 05' 30" E. a distance of 1025.88 feet to a point designated as Highway Station 1433+78.13 P.O.T. equals 1434+65.36 P.S.;

thence northeasterly along a portion of a spiral curve to the left a distance of 154.34 feet to Railroad Survey Station 1840+36.0 in said center line of main track, the long chord bearing N. 71° 01' 02" E.;

thence continuing northeasterly along said spiral curve to the left a distance of 225.3 feet to a point beyond the southerly right of way line of said Railroad Company, the long chord from said Highway Station 1434+65.36 P.S. bearing N. 70° 38' 29" E.

The property above described is represented by yellow color on said map Exhibit A. Said highway shall cross over and above the Railroads' tracks by means of an additional overhead viaduct to be constructed and maintained by the State as hereinafter provided and in accordance with plans and specifications hereinafter mentioned; which additional viaduct is indicated on map Exhibit A as "Proposed Structure".

(b) The Railroads hereby consent that said additional viaduct may occupy and use to the extent indicated on said map Exhibit A, Parcel No. 15 described and identified in the aforesaid agreement dated December 29, 1938, and supplemental agreement dated March 21, 1939.

(c) The Railroads grant the State only an easement for the purposes aforesaid, together with the consent aforesaid, and no other or greater estate. Said easement and consent are granted only in so far as the Railroads lawfully may grant the same, and the Railroads make no covenant or warranty to the State. Said easement and consent include only the Railroads' property identified as aforesaid and no other property, and the State shall not encroach upon, occupy or use any other property of the Railroads.

(d) The State's right to use the Railroads' property hereinbefore identified is limited strictly to the purposes described in this agreement, and the State shall not use or permit use of said property or any part thereof for any other purposes except use by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof. Without limiting the foregoing, the State shall not use or permit use of said property or any part thereof (except by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof) for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroads' property by or under authority of the State for the purpose of conveying electric power shall be constructed in accordance with specifications and requirements of the Railroads, and in such manner as not adversely to affect communication or signal lines of the Railroads or their licensees now or hereafter located on said property. No non-party shall be admitted by the State to use or occupy any part of the Railroads' property without the Railroads' consent nor unless such non-party shall make a satisfactory written agreement with the Railroads therefor. Nothing herein shall obligate the Railroads to give such consent.

(e) The above-identified property of the Railroads shall be used by the State only for the purposes aforesaid and not otherwise, and if at any time said property of the Railroads or any part thereof shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easement and consent hereby granted as to such property or parts thereof shall cease and terminate.

(f) The easement and consent hereby granted are subject to any and all encumbrances and rights (whether public or private) irrespective of whether or not they are recorded, existing at the time of the granting of said easement and consent, and also to any and all extensions and renewals of said existing encumbrances and rights. The State shall not damage, destroy or interfere with property or rights (if any) of non-parties in, upon or relating to the Railroads' property identified in this agreement, unless the State at its own expense settles with and obtains release from such non-parties on mutually satisfactory terms.

(g) The Railroads reserve the right to use said railroad property for any and all purposes not inconsistent with the easement and consent hereby granted, including but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing tracks, facilities and appurtenances and additional tracks, facilities and appurtenances, located or to be located wholly or partly within said property; in such manner, however, as not to damage the highway facilities located on said property.

(h) The State will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the Railroads' property described in paragraph (a) of this section, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

Section 2. CONSTRUCTION WORK.

(a) The State, at its own expense and without expense whatsoever to the Railroads, shall and will construct and complete said additional viaduct and approaches thereto and appurtenances thereof, including drainage facilities (all hereinafter collectively called "additional viaduct") and shall furnish all labor, material and equipment necessary therefor except those to be furnished by the Railroads at the expense of the State as herein elsewhere provided.

(b) Said work shall be performed and completed in accordance with plans and specifications prepared by the State and approved by the Railroads (which are by this reference made part hereof); also in accordance with the Federal Aid-Highway Act and acts amendatory thereof and supplemental thereto and rules and regulations promulgated thereunder by Federal authority; also in accordance with said Order No. 36325 of the Public Utility Commissioner of Oregon. All of said work shall be completed in a substantial and permanent manner and in such condition as not to interfere with or endanger property or operations of the Railroads or of others lawfully using or occupying their property or facilities. All falsework and other materials and structures of a temporary character shall be removed from the Railroads' property by the State upon completion of the project, and said property shall be left in condition satisfactory to the Railroads.

(c) The work herein mentioned to be performed by the State shall be performed and completed with reasonable diligence and in any event within two (2) years from the date of this agreement. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the project will be in constant or frequent use during progress of the work, and that movement or stoppage of trains, engines or cars may cause delay to the State and its contractors. The State hereby assumes the risk of any and all such delays and will require its contractors to do likewise, and the State and its contractors shall and do release the Railroads from any and all loss and damage resulting from such delays.

(d) The Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may be or become necessary because of the project, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include any and all expense reimbursable under United States Bureau of Public Roads Memorandum 30-3 dated August 15, 1955, and any amendments thereof and supplements thereto, and bills for such reimbursement shall be paid in the manner and at the time provided therein. The work to be done by the Railroads (subject to reimbursement by the State) in connection with and as a part of the project, shall include the following:

(1) Furnish labor and material for installation of a single guard rail on main track and a single guard rail on passing track.

(2) Furnish labor and material for rearranging the Railroads' right-of-way fence.

(3) Furnish labor and material temporarily to remove and thereafter to replace communication lines (the term "remove" including the temporary placing of said communication lines underground).

(4) Furnish labor and material temporarily to remove and thereafter to replace signal lines (the term "remove including the temporary placing of said signal lines underground).

(5) Furnish such engineering, inspection, watchman and flagman service as in the opinion of the Railroads may be necessary to protect their property and operations.

A detailed and itemized estimate of the cost of the work described in subparagraphs (1) to (5) inclusive of this paragraph, is attached hereto, marked "Exhibit B" and by this reference made part of this agreement. Said work shall be performed at the expense of the State, and the Railroads shall be reimbursed by the State for all expenditures made by them as provided in this paragraph.

(e) The State's responsibility for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroads' approval of plans or specifications or by the Railroads' collaboration in performance of any work or by the presence at the work site of railroad representatives or by compliance by the State or its contractors with any requests or recommendations made by such representatives. If a railroad inspector is assigned to the project, the State and its contractors will give due consideration to suggestions and recommendations made by such inspector for safety and protection of railroad property and operations.

Section 3. MAINTENANCE. Upon completion of said additional viaduct as provided in Section 2 of this agreement, the State at its own expense will maintain said additional viaduct, and the Railroads at their own expense will maintain the railroad tracks, facilities and appurtenances.

Section 4. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of utmost importance, and in order that same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks or facilities or any communication or signal lines or appurtenances of any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors or subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) Neither the State nor its contractors shall cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroads (whether or not described in this agreement) in connection with or as a result of the highway project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroads' property by the State at its own expense, and any damage caused thereby shall be promptly restored and repaired by the State at its own expense, or by the Railroads at the expense of the State.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks, the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches or drainage facilities of the Railroads.

(g) If the State, its contractors or subcontractors, shall excavate from existing slopes adjacent to the tracks of the Railroads or create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) Only during the construction of footings on the south side of the Railroads' main track and erection of falsework on the north side of the Railroads' passing track, the State is permitted to establish horizontal clearance impairments only to the extent authorized by said Order No. 36325 of the Public Utility Commissioner of Oregon.

(i) The State at its own expense shall provide suitable facilities for draining said highway and additional viaduct and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams or bodies of water on, along, across or near the property of the Railroads, so that said waters may not because of any facilities or work of the State or its contractors, be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof.

(j) Before commencing work of construction of said highway or additional viaduct or other substantial work thereon, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during progress of the work.

(k) The State shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads.

Section 5. INJURY AND DAMAGE. If the State or its contractors, subcontractors, agents or employees, shall in the performance of any work contemplated by this agreement injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying or using the property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 6. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit, a total (or aggregate) limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By /s/ E. Hicks
Executive Vice President

Attest:

(SEAL)

/s/ F. D. Cope
Assistant Secretary

STATE OF OREGON, by and through
its State Highway Commission

APPROVED:

G. S. PAXSON
Asst. State Highway Engineer

By M. K. McIVER (SEAL)
As Chairman

APPROVED AS TO FORM:

By R. B. CHESSMAN
As Commissioner

L. I. LINDAS
Chief Counsel

By K. N. FRIDLEY
As Commissioner

J. W. DeSOUZA
Assistant Counsel

ATTEST:

FLOYD QUERY
Secretary

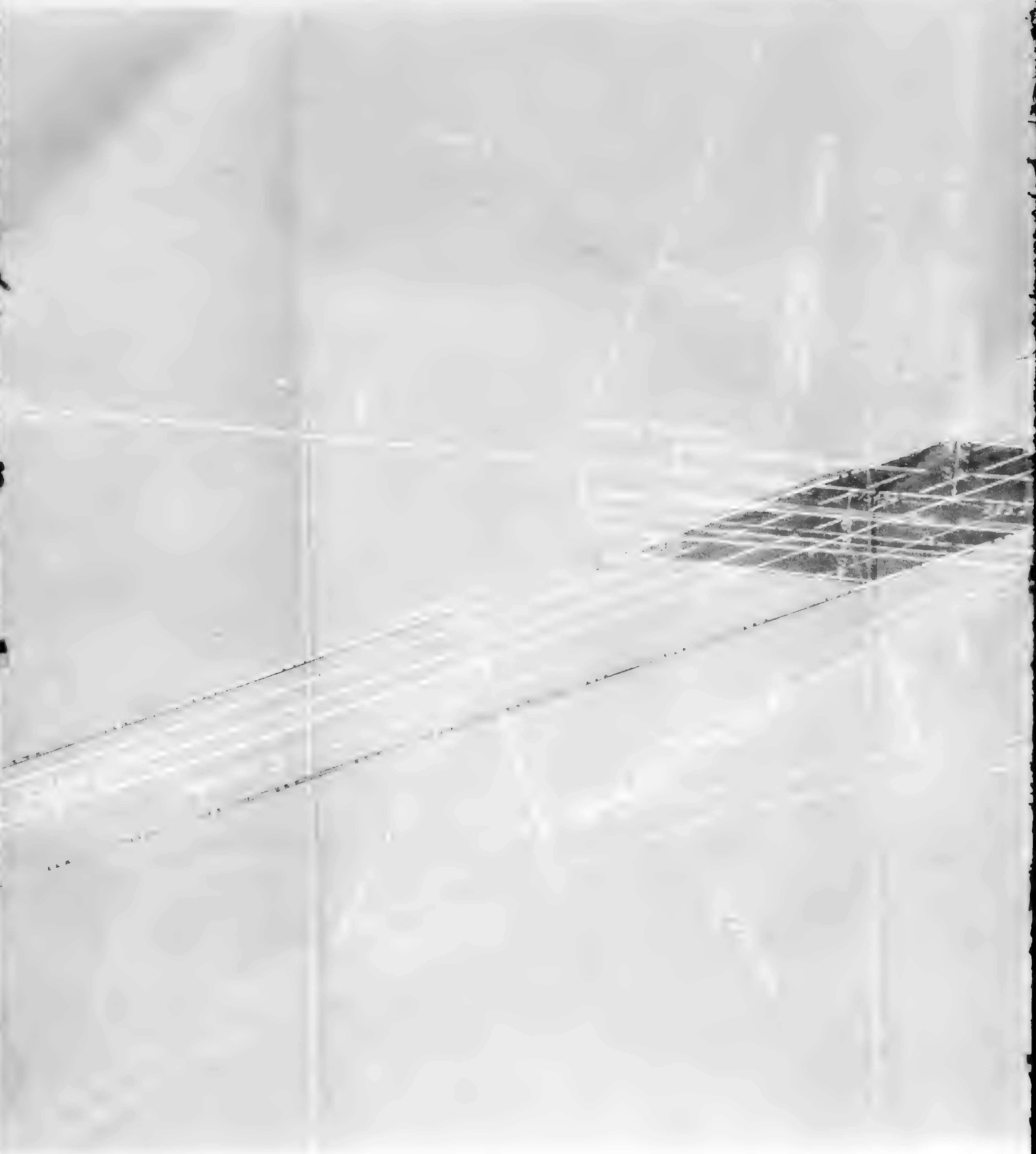
STATE OF OREGON)
) ss.
County of Marion)

On this 6th day of March, 1959, before me, a Notary Public, appeared M. K. McIVER, R. B. CHESSMAN, and K. N. FRIDLEY, to me personally known, who, each being duly sworn, did say that he, the said M. K. McIver, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said R. B. Chessman, and he, the said K. N. Fridley, is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge the said instrument to be the free act and deed of said State, by said State Highway Commission.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

(SEAL)

/s/ Cecil W. Head
Notary Public for Oregon - My Commission Expires
11/5/67



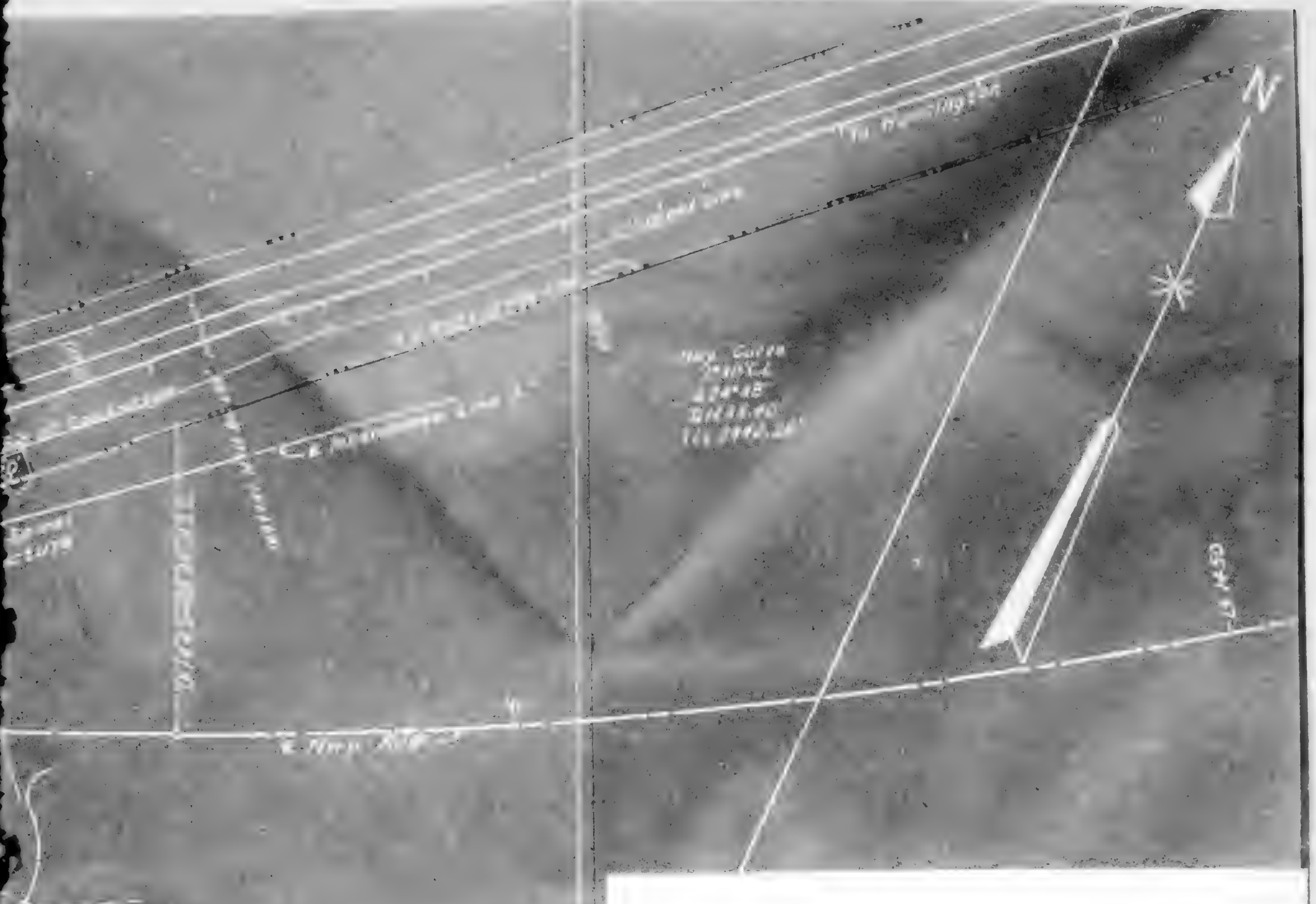

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EXHIBIT "B"

Estimated Cost of Work to be Performed by Union Pacific Railroad Company at the Expense of State of Oregon, in Connection with Construction of Overcrossing at Dodson, Oregon - M. P. 33.45

1.	Furnish labor and material for installation of single guard rail on Main and Passing Track.	$ 450.
2.	Furnish labor and material for rearranging right-of-way fence.	400.
3.	Furnish labor and material to remove and replace communication lines.	2700.
4.	Furnish labor and material to remove and replace signal lines.	4200.
5.	Furnish such Engineering, Inspection, Watchman and Flagman Service as in the opinion of the Railroads is necessary to protect their property and operations.	9000.
	Total Estimated Cost	$16,750.
	Less Credit for Estimated Salvage	- 200.
	Net Estimated Cost	$16,550.

A

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MAR . . 1959
FOR FILING

COMMISSIONERS
M. R. [illegible]ER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

T-[illegible]-2(10)31
5410

March 16, 1959

Mr. E. M. Brown
Division Engineer
2525 North Larabee Avenue
Portland 17, Oregon

Re: Pux 290 & R-29453
Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

Dear Mr. Brown:

Herewith I return to you original and duplicate copy of an easement and construction agreement covering the Second Dodson O-Xing in Multnomah County. Both copies have been executed and acknowledged by the State Highway Commission. The matter is covered by your file No. D 9430-32-2.

When the State's executed copy is returned, we would appreciate receiving ten copies of Exhibit "A" which is attached to the instrument.

Yours very truly,

J. W. DeSouza
Assistant Counsel

JWD:bk
Enc. - 2
cc - Forrest Cooper
G. S. Paxson
Ivan Merchant
Tom Edwards
A. G. Skelton

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OFFICE OF
STATE HIGHWAY ENGINEER

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5/10

Salem, Oregon
March 11, 1959

Pux 290 & R-29453
Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling are two copies of an agreement with OWRR & N Co. covering the construction of the Second Dodson O-Xing in Multnomah County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

Please return one fully executed copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 80M 6-56 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 27, 1959
Salem Office

SUBJECT: Pux 290 & R-29453
Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission original and duplicate copy of construction and easement agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, covering the construction of the above titled project.

After execution by the State Highway Commission, please return both copies direct to me.

In view of the fact that the instruments contain grant of an easement, both copies should be acknowledged by the Highway Commission.

J W DeSouza
J. W. DeSOUZA
Assistant Counsel

ENCL.
JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. L. I. Lindas

AUTHORIZED BY HIGHWAY COMMISSION
DATE Contract 5410 awarded to CM Corkum 2-13-59
Floyd Query
Secretary

Contract authorization covers
Costs in this agreement

FORM E-125 5M 10-56

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 11 1959
FOR FILING

Filed

Mar. 10, 1959

C. M. Corkum Co., Inc.
2630 S. W. 2nd Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5410, awarded Feb. 13, 1959, for Dodson Overcrossing U.P.R.R. & Crown Point Highway on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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FEB 18 1959
FOR FILING

I 80N-2(10) 31

5410

February 13, 1959

C. M. Corkum Company, Inc.
P. O. Box 789
Portland 7, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 accepted your proposal for the Dodson Overcrossing in Multnomah County for the sum of $218,709.09 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5410.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc., Seattle Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, c/o Daily Journal of Commerce
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 13, 1959

C. M. Corkum Company, Inc.
2630 S. W. 2nd Avenue
Portland, Oregon

Contract for Dodson Overcrossing in Multnomah County for which you submitted low bid on January 20, 1959 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files
Lee Gatlin

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FEB 16 1959
FOR FILING
I-80N-2(10)31

5410

Salem, Oregon
February 13, 1959

Mr. J. W. De Souza, Chief
P.U. C. & R. R. Section
Office

Herewith original and duplicate copies of the agreement with the Union Pacific Railroad Company covering the Dodson overcrossing. I have examined this from an engineering point of view and find no particular objection to it. Will you examine it and, if acceptable, forward it to Mr. Query for presentation to the Highway Commission.

We have taken one thermo-fax copy for use by the Bridge Division during the completion of the agreement.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Enclosure

cc Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 12, 1959

File Ref. D 9430 - 32 - 2

Mr. W. C. Williams,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

DODSON OVERCROSSING

Attached for your consideration is draft of easement and construction agreement in duplicate, granting additional easements for and permission to construct Second Dodson overcrossing over the right-of-way and tracks of the Railroad.

The easement areas in this agreement have been revised to provide for the additional width required for the retaining wall and for the additional area required for the interchange road beneath the structure.

Please review the document and if satisfactory arrange for execution on behalf of the Highway Commission, after which both counterparts should be returned to me for further handling. When the agreement has been completed a fully-executed counterpart will be returned to you for your records.

Upon receipt of the executed document, this office will endeavor to secure permission to proceed with the work in advance of completion of the agreement.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

enc.

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1959
HIGHWAY ENGINEER

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FEB 17 1959
FOR FILING

5410

February 13, 1959

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Dodson Overcrossing
Bridge No. 2176-A
F.A.P. No. I-80N-2(10)31

On January 20, the Commission accepted the low bid of C. M. Corkum Company, Inc. of Portland, Oregon, in the amount of $218,709 for this project and instructed me to award the contract for the project to C. M. Corkum Company, Inc. as soon as all rights-of-way for the project had been acquired.

All rights-of-entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

I propose to award the contract as of this date. May I have your concurrence in this award.

Attached hereto is an unsigned copy of the State-Railroad Agreement on the work. The terms of this agreement are satisfactory to the Department, and it is being put in line for the necessary signatures. Completely executed copies of the Agreement will be furnished you when the necessary signatures have been obtained.

We have approval of the Railroad Company on the plans and specifications for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

CAG/mm
Attached

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FOR FILING
[illegible]
5410

When replying, refer to
08-35.4-0

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project I-80N-2(10)31, Dodson Overcrossing on the Columbia River Highway, we hereby concur as of this date in award of contract No. 5410 to C. H. Corkum Co., Inc., of Portland, Oregon, low bidder in the amount of $218,709 at the January 20, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to
District

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JAN 5 - 1959
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I-80N-2(10)31

5410

When replying, refer to:
08-35.6

January 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(10)31, Dodson Overcrossing of the Columbia River Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following a further review of the plans. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that an agreement has been executed with the Union Pacific Railroad and that the design plans have been approved by the railroad company.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Project

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FOR FILING

I-80N-2(10)31

5410

December 24, 1958

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Dodson Overcrossing

Dear Sir:

In connection with the preparation of the State-Railroad agreement covering the second Dodson Overcrossing, concerning which we talked in your office Monday, I am attaching hereto two prints from our Drawing No. 8B-12-13 which shows the three parcels needed for this project.

One parcel is for the slope easements lying to the east of the crossing. The second parcel is for the additional width over and above that granted for the first Dodson Overcrossing in order to build the structure. The third parcel is to provide for the extension of the existing retaining wall to accommodate the embankment for the second structure at its northwest corner.

I am also attaching a verifax of the descriptions for these three parcels as prepared by our Right of Way Division. Although you normally make up your own descriptions, these may be of some assistance to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosures

GSP:ae

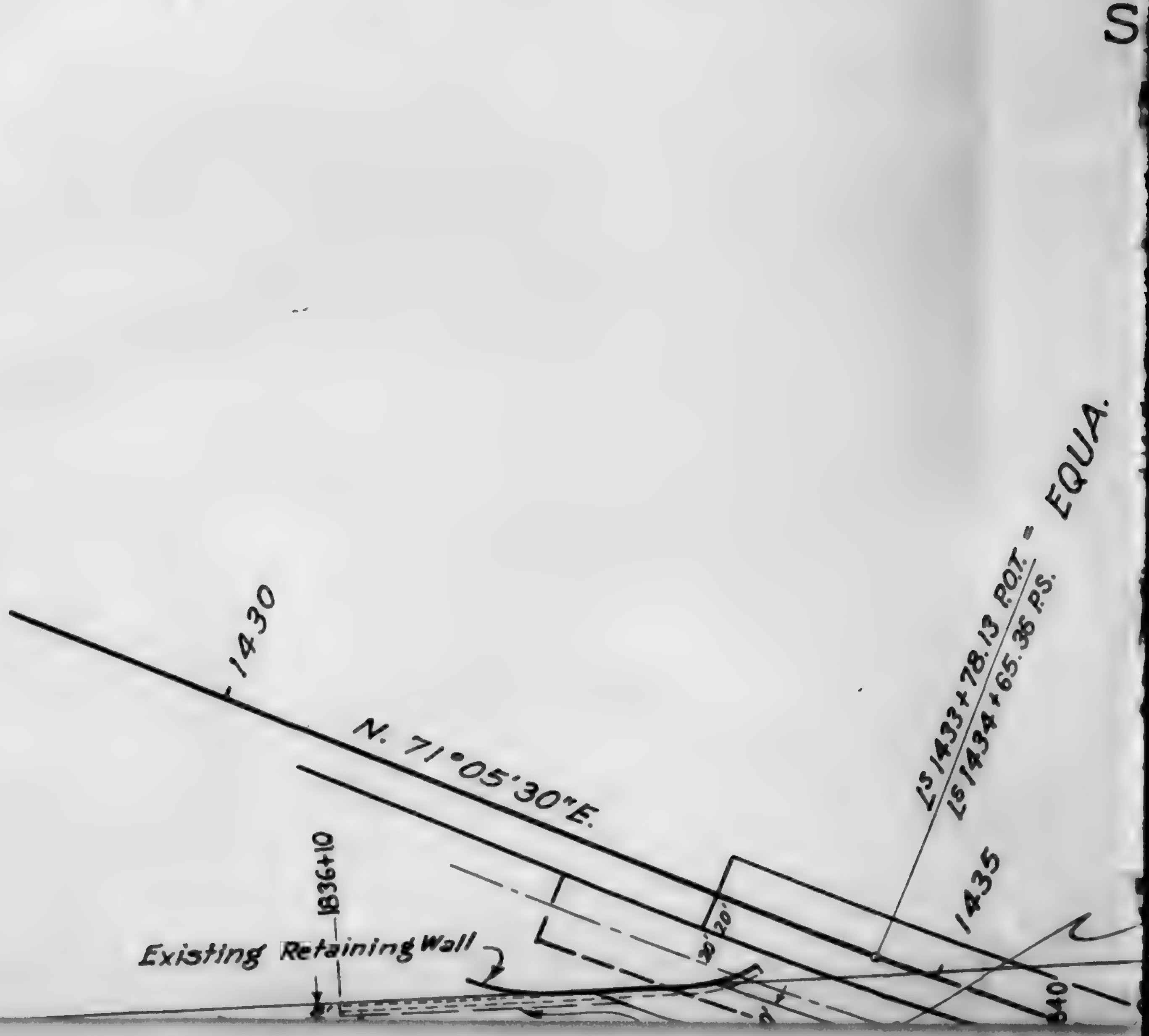
cc to: Ivan D. Merchant

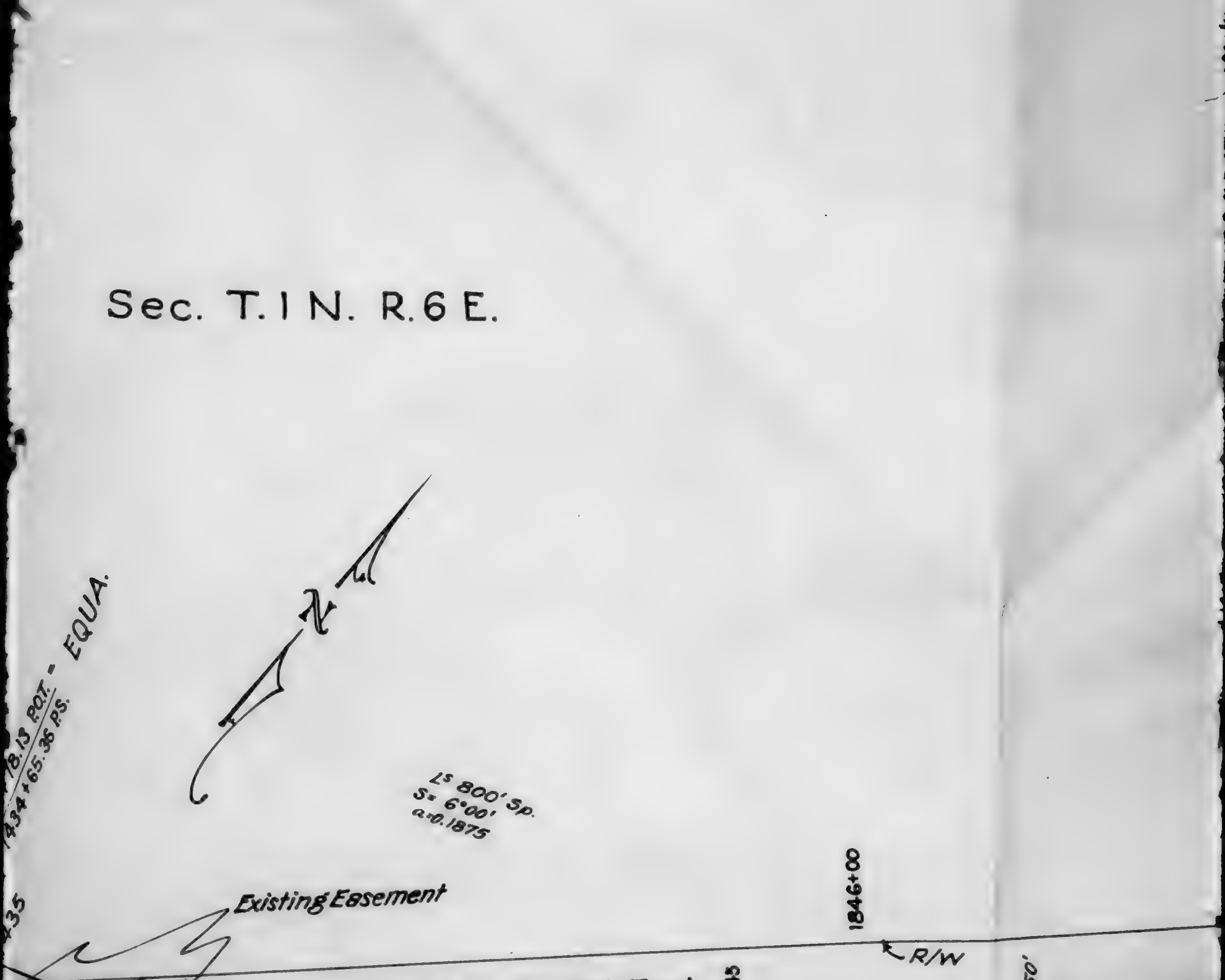
OREGON STATE HIGHWAY DEPARTMENT

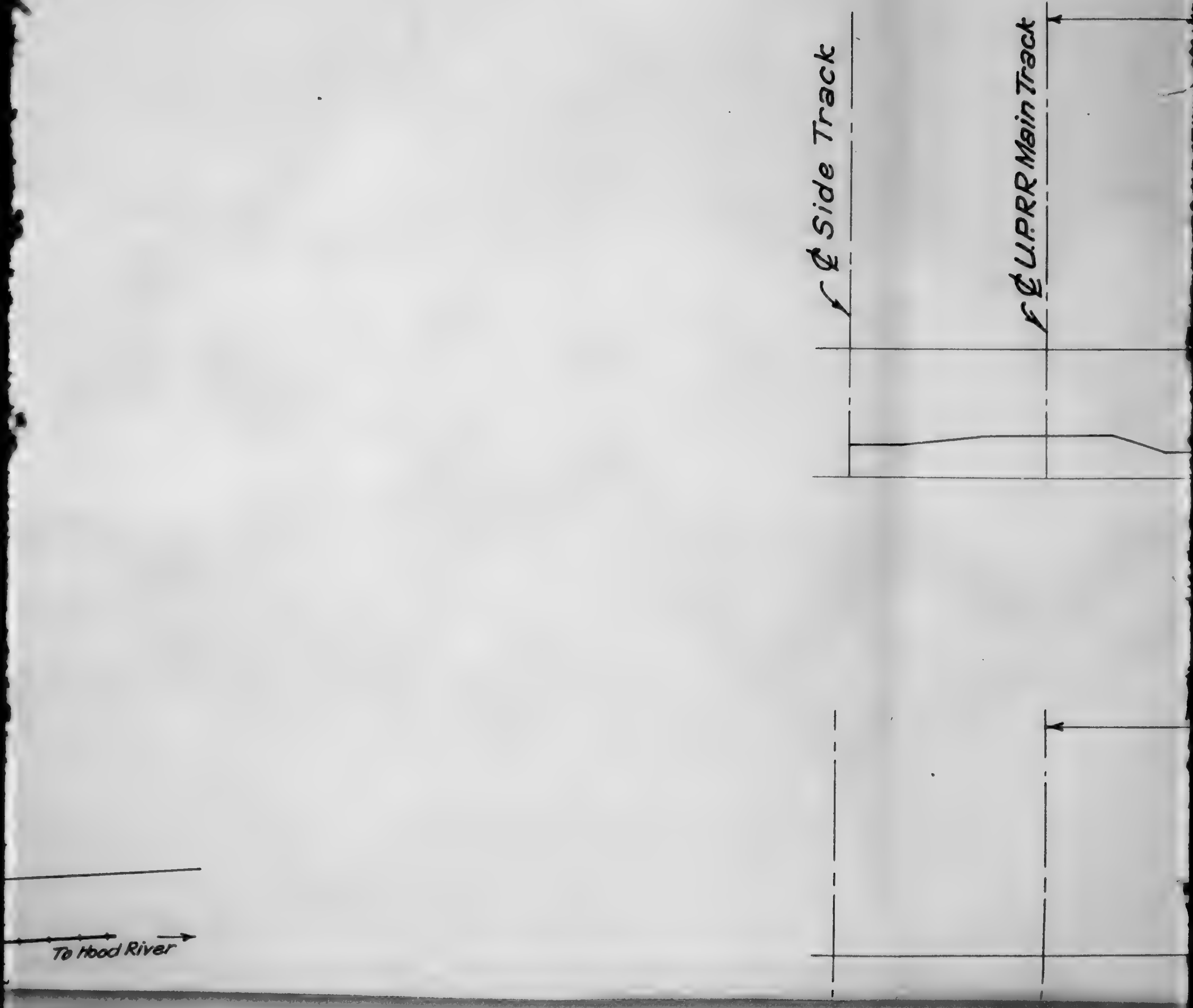
Located Line

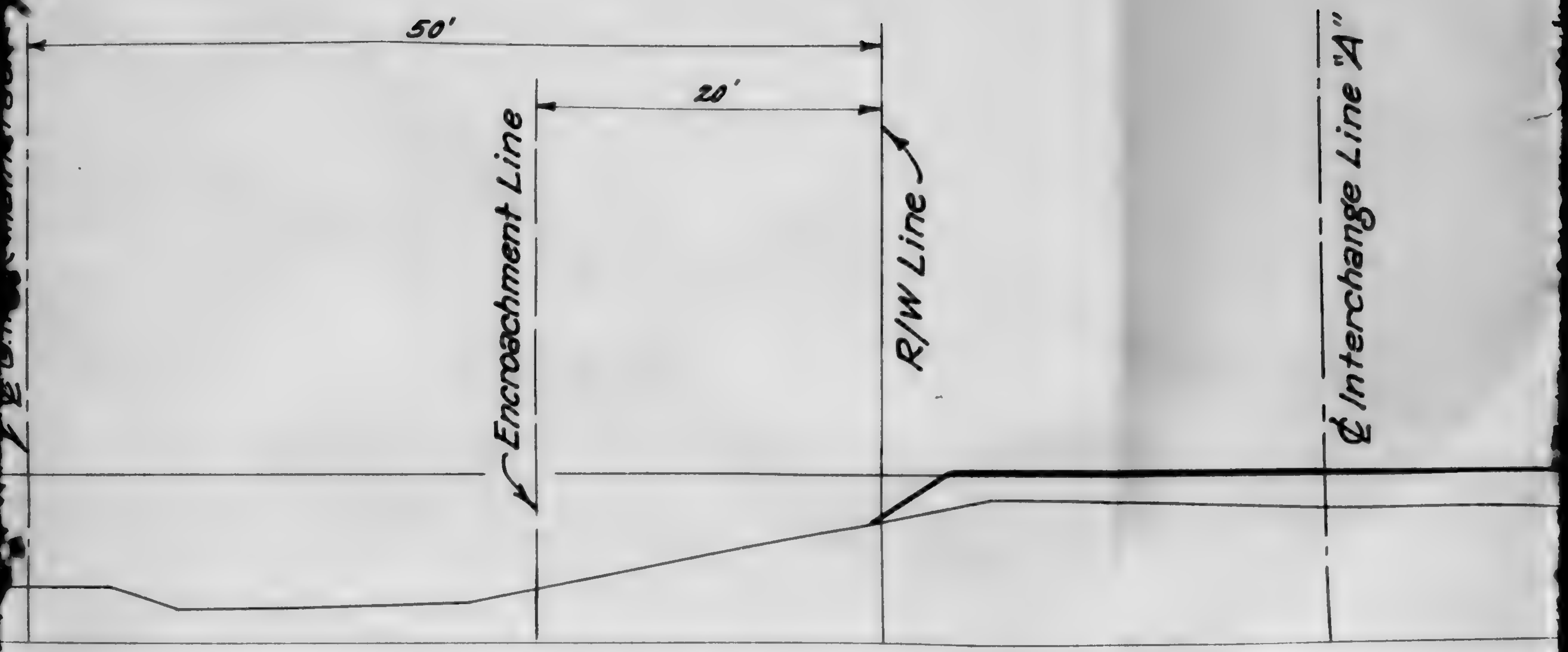
ENCROACHMENT ON U.P.R.R.
DODSON INTERCHANGE

COLUMBIA RIVER HIGHWAY

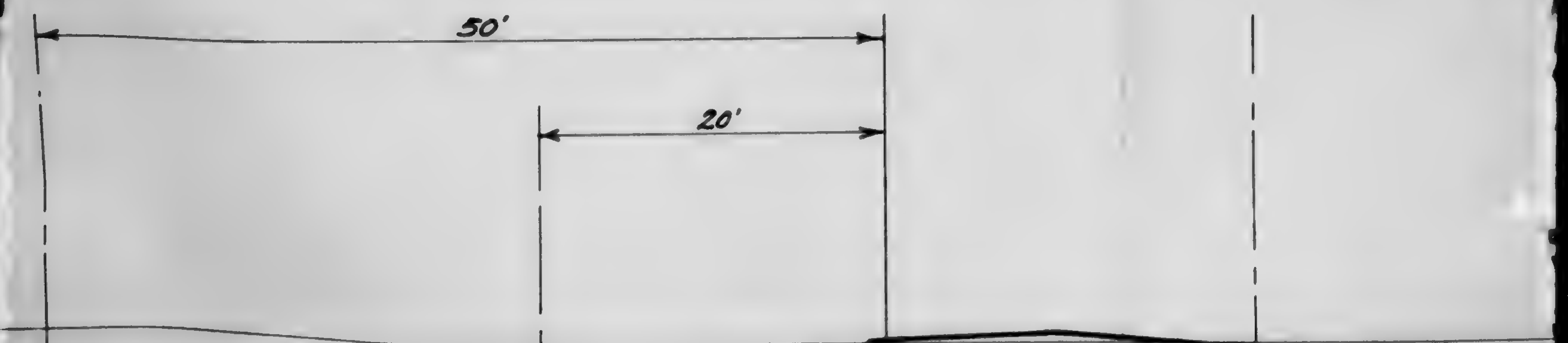

S
1430
N. 71°05'30"E.
L̲S 1433+78.13 P.O.T. = EQUA.
L̲S 1434+65.36 P.S.
1435
1836+10
Existing Retaining Wall
20'
20'
840


Sec. T. 1 N. R. 6 E.
N
1434+65.36 P.S.
18.13 P.O.T. = EQUA.
435
L^s 800' Sp.
S= 6°00'
a=0.1875
Existing Easement
1846+00
R/W
℄ U.P.R.R. Main Track
1845
840
50'
50'
50'
50'
To Hood Ri
Line

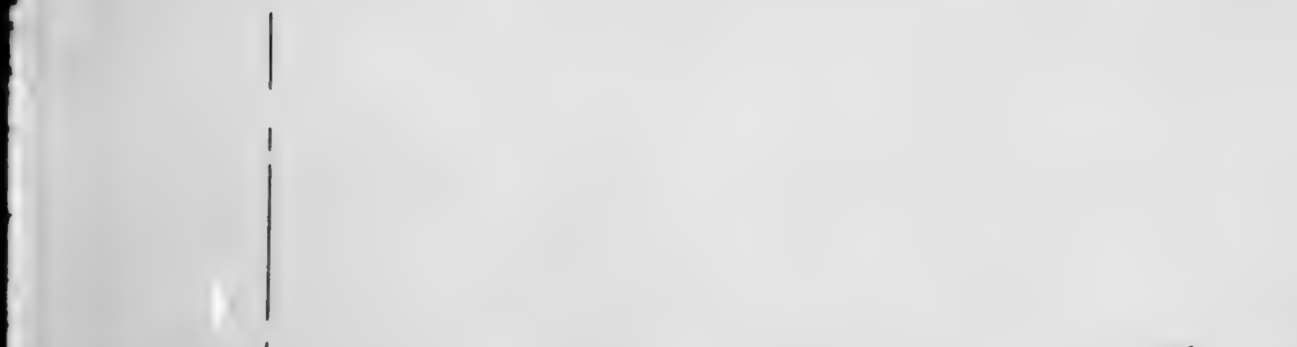

℄ Side Track
℄ U.P.R.R Main Track
To Hood River


50'
20'
Encroachment Line
R/W Line
℄ Interchange Line "A"

Sta. "A" 1440 = R.R. 1845+75±



℄ Interchange Line "A"
60
50
45+75±


60

ENCROACHMENT ON U.P.R.R.

DODSON INTERCHANGE

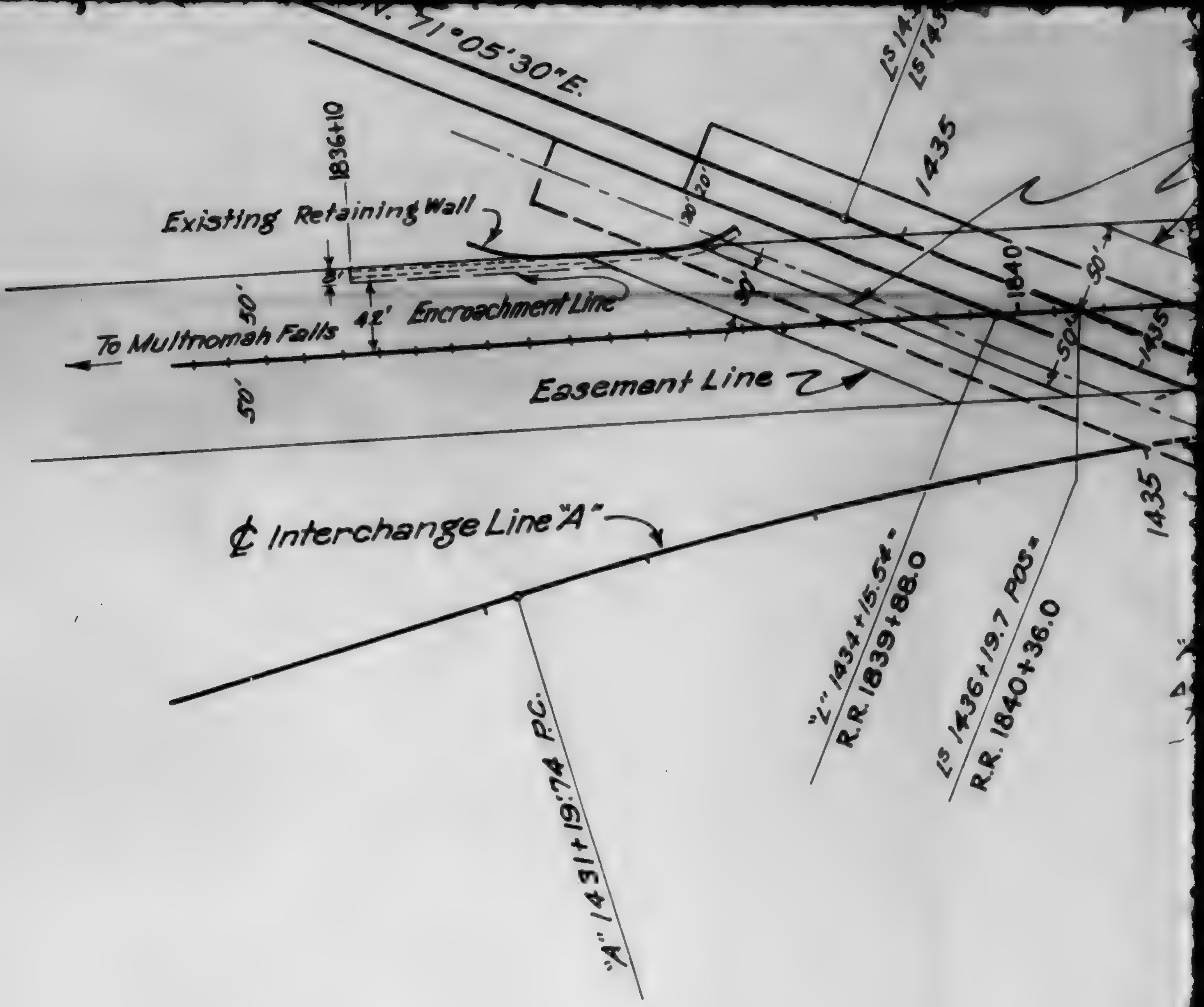
COLUMBIA RIVER HIGHWAY

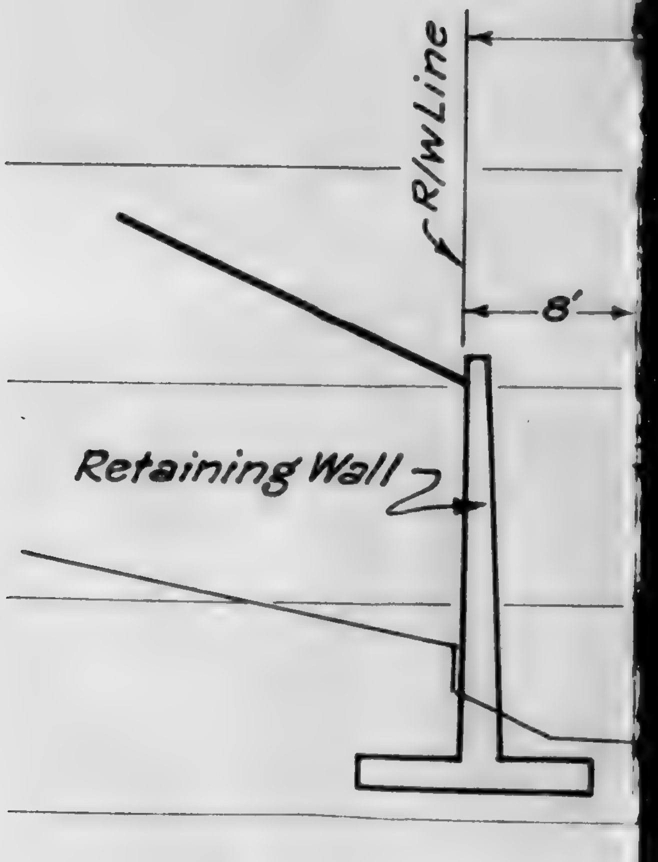
Multnomah County

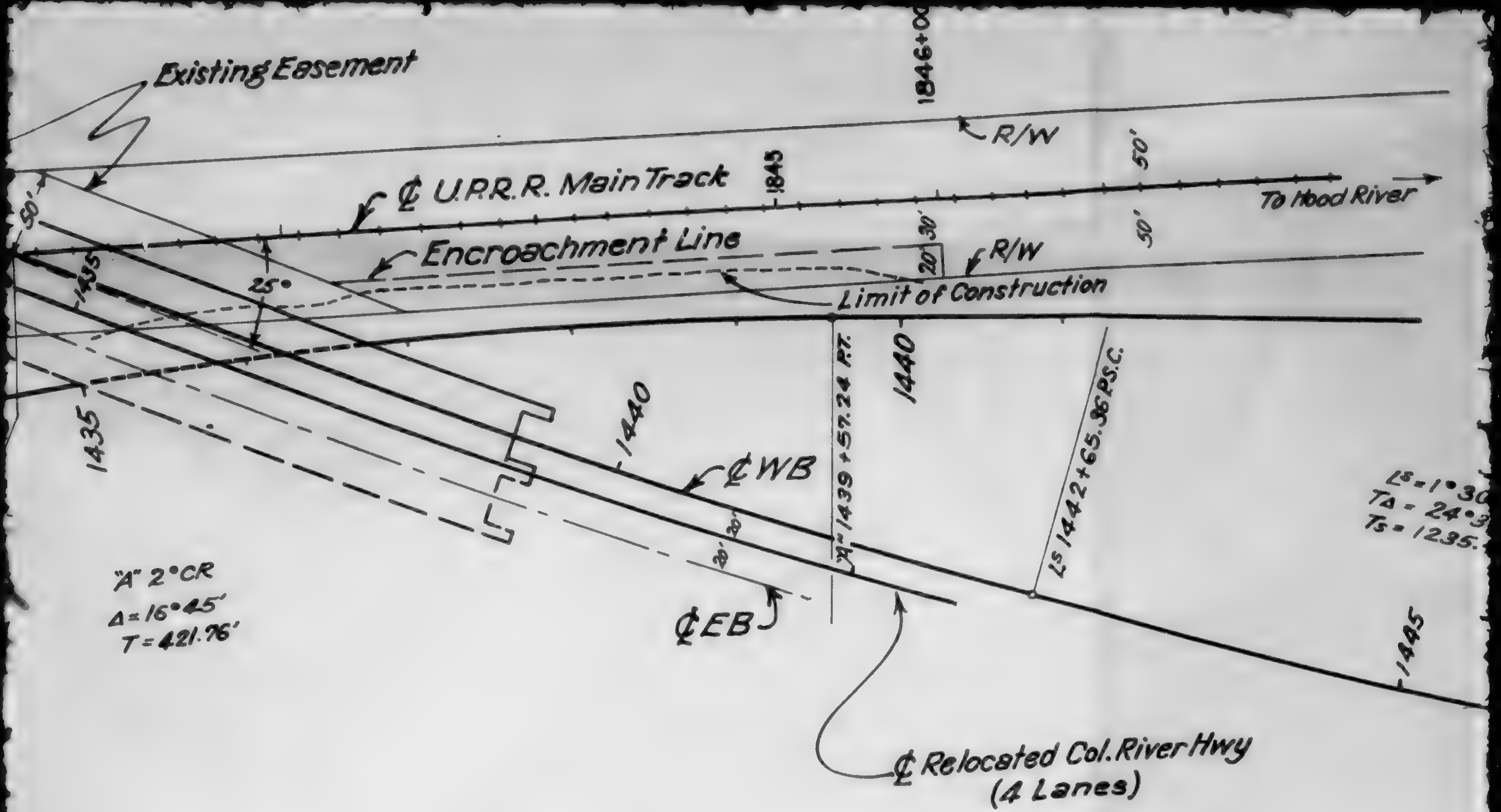
Scale 1"=100'   Dec. 1958

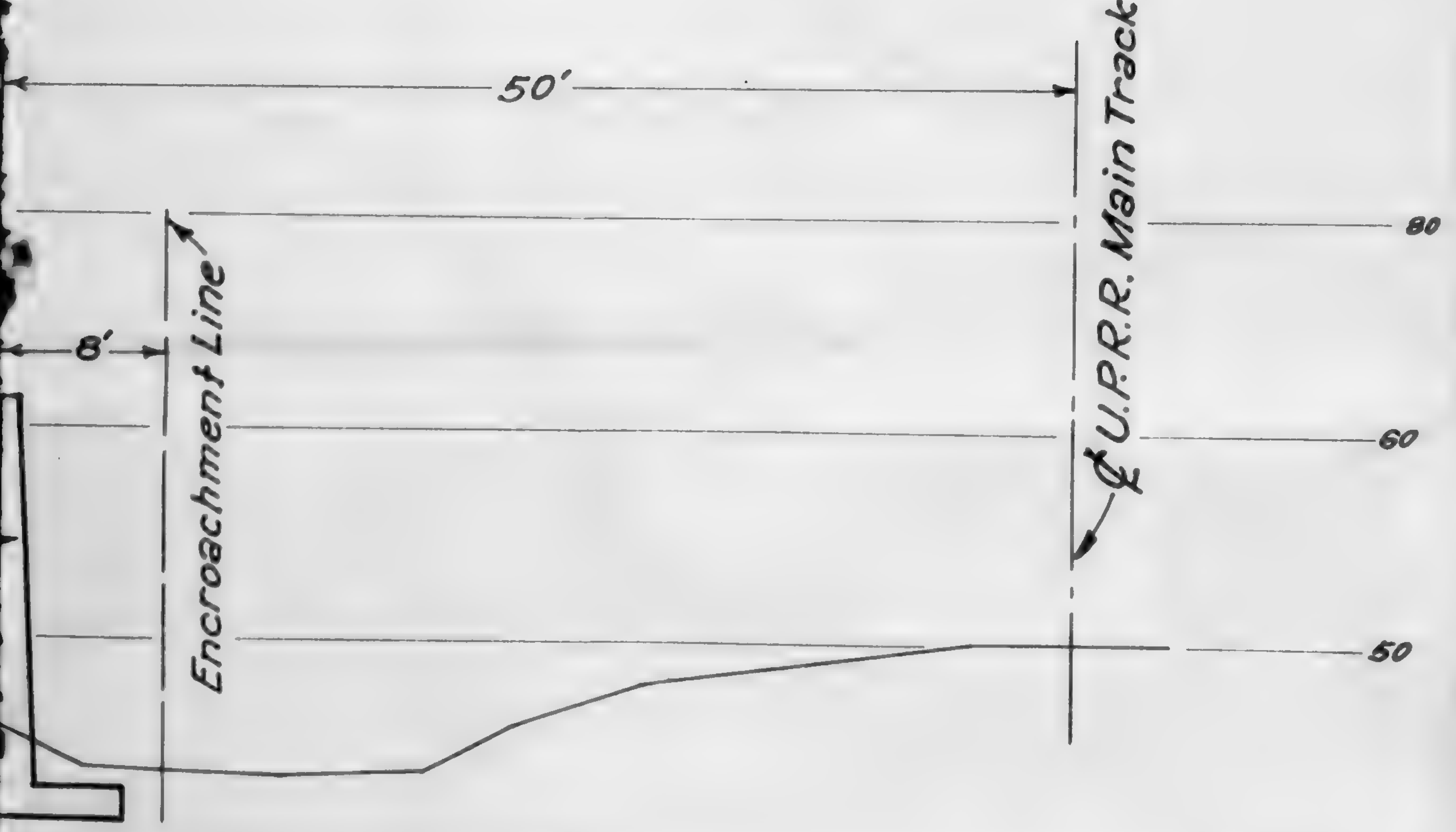
DWG.No. 8B-12-13
File # 29227

See 5B-11-17 R/W Map
" 5B-20-6 Encr. "

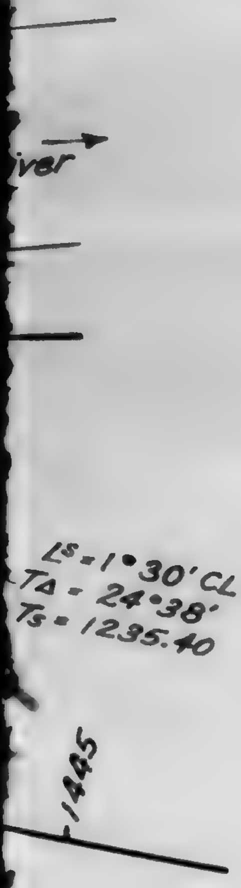

N. 71°05'30"E.
1836+10
Existing Retaining Wall
20'
20'
1435
1640
50'
50'
50'
50'
50'
50'
1435
8'
42'
Encroachment Line
To Multnomah Falls
Easement Line
1435
℄ Interchange Line "A"
"Z" 1434+15.54 = R.R. 1839+88.0
LS 1436+19.7 POS = R.R. 1840+36.0
"A" 1431+19.74 P.C.

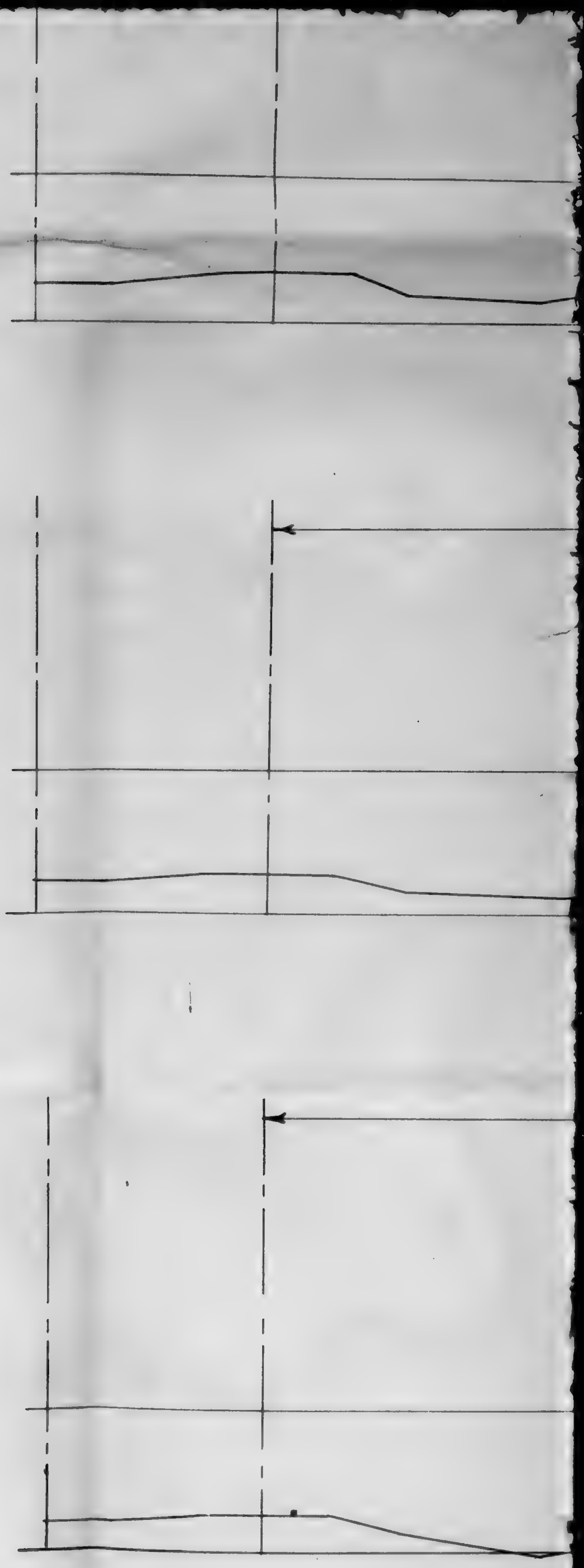

R/W Line
8'
Retaining Wall

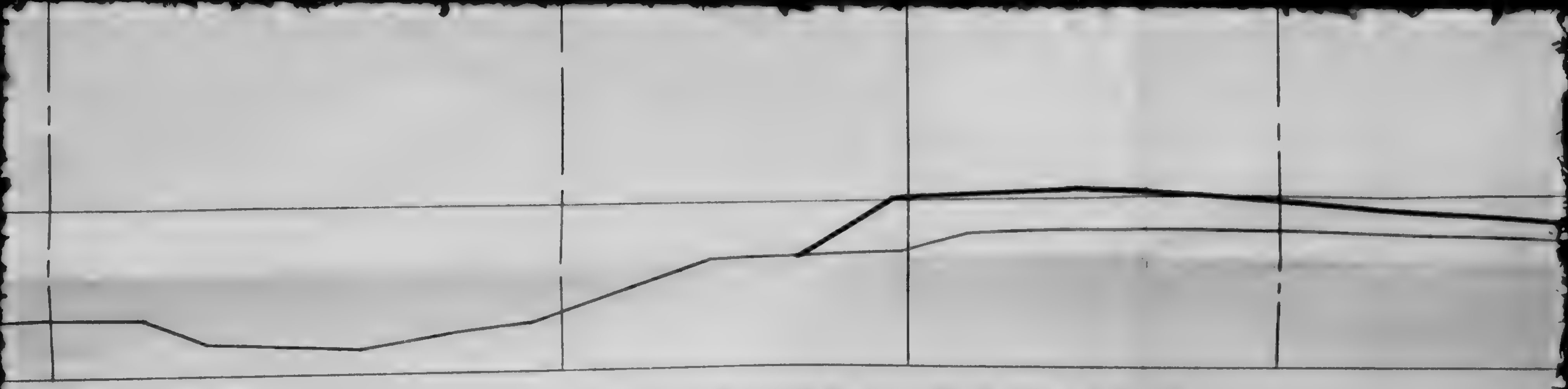

Existing Easement
1846+00
R/W
℄ U.P.R.R. Main Track
1845
50'
To Hood River
50'
Encroachment Line
30'
20'
R/W
50'
25°
1435
Limit of Construction
1440
"A" 1439+57.24 P.T.
Ls 1442+65.36 P.S.C.
1435
1440
℄ WB
20'
20'
20'
℄ EB
"A" 2° CR
Δ = 16°45'
T = 421.76'
Ls = 1°30
TΔ = 24°3
Ts = 1235.
1445
℄ Relocated Col. River Hwy
(4 Lanes)


50'
℄ U.P.R.R. Main Track
8'
Encroachment Line
80
60
50
40

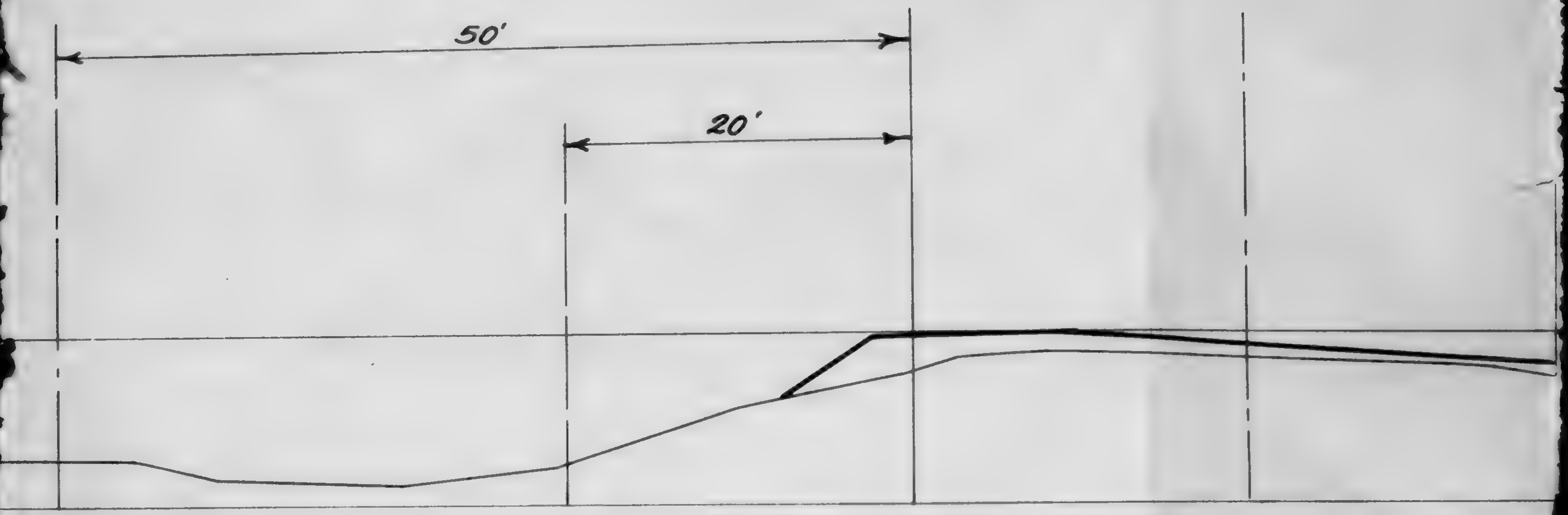
R.R. 1837+00


iver
Ls=1°30'CL
TΔ=24°38'
Ts=1235.40
1445

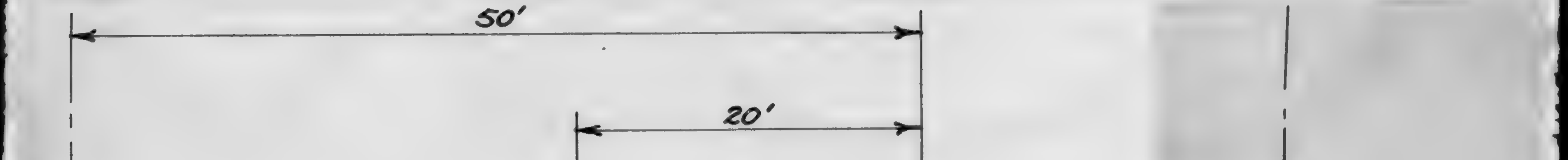




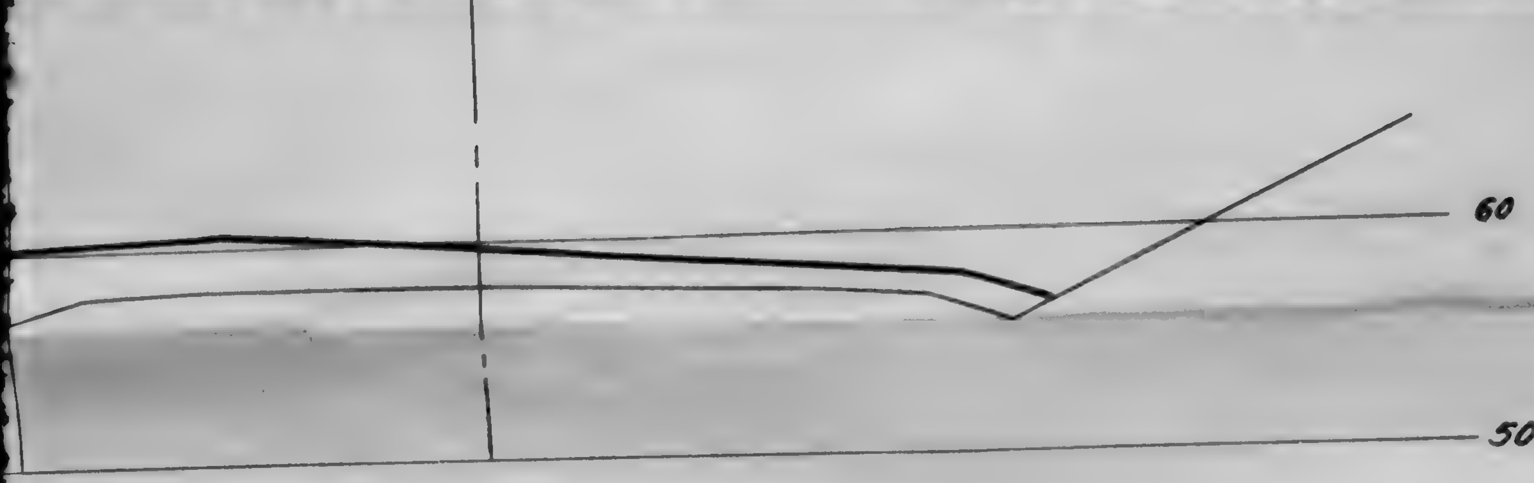
Sta. "A" 1439 = R.R. 1844+72±



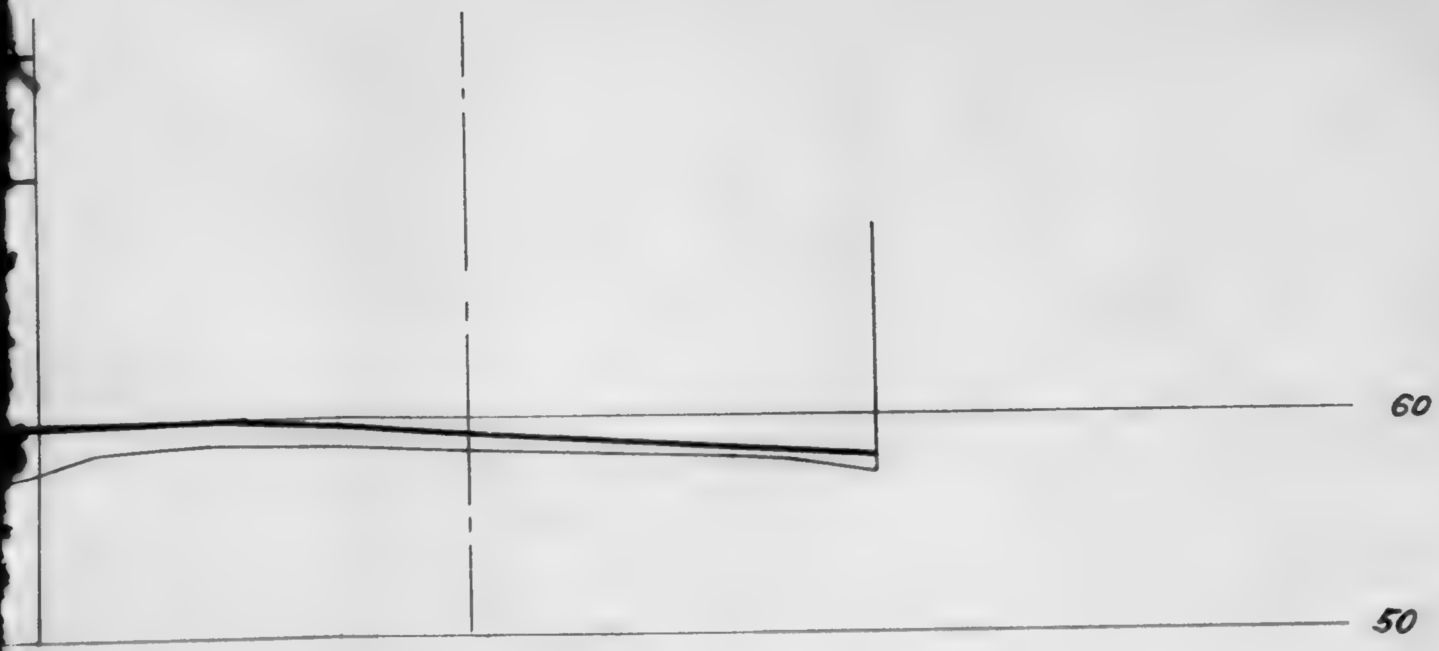
Sta. "A" 1438 = R.R. 1843+70±



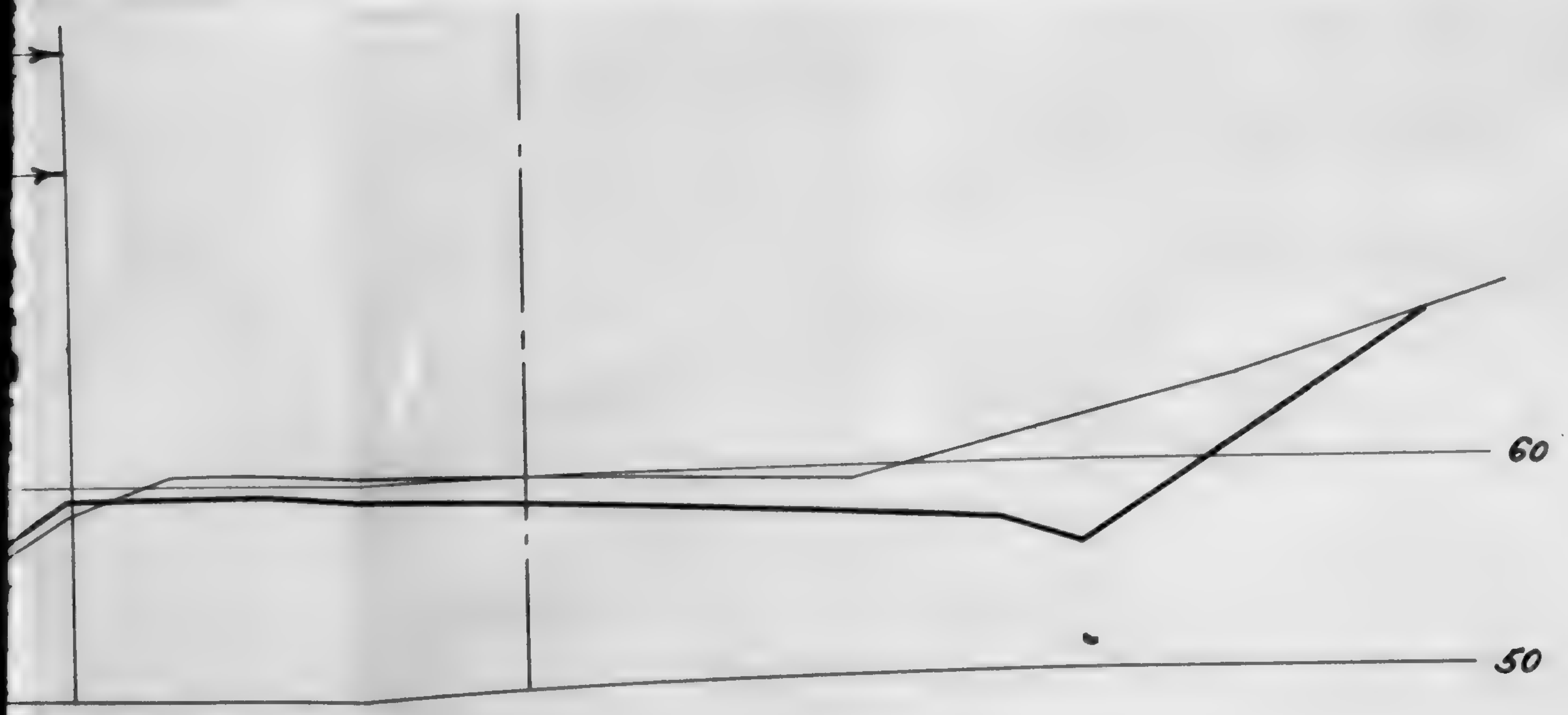
Sta. "A" 1437 = R.R. 1842+69±



= R.R. 1844+72±



3 = R.R. 1843+70±



37 = R.R. 1842+69±

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NOV 20 1958
FOR FILING
I-80N-2(10)31
54/10

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 19, 1958
Salem Office

SUBJECT: Pux 290-Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. I. A. DeFrance (2)
Mr. Ivan Merchant (6)
Mr. Tom Edwards (3)
Mr. Dean Swift (2)
Mr. L. I. Lindas

Please find attached hereto copy of Order No. 36325, issued by the Public Utilities Commissioner under date of November 10, 1958, relative to the matter of the application of the State of Oregon, by and through its State Highway Commission, to construct an overcrossing structure over and above the tracks and right of way of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) railroad on the Columbia River Highway, near Dodson, in Multnomah County, Oregon, and known as the Second Dodson Overcrossing project.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.

FORREST COOPER

RECEIVED
NOV 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Order #36325

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2635

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing structure over the right of way and tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Columbia River Highway, known as the SECOND DODSON OVERCROSSING project, in Section 3, Township 1 North, Range 6 East, W.M., Multnomah County, Oregon.	ORDER

The above entitled matter was duly heard on Friday, September 12, 1958, at 10:45 a.m., in Room 35 of the State Office Building, Portland, Oregon, before C. E. Jaqua, Utility Engineer, and Harry Lamb, Examiner, representing the Commissioner. The following appearances are of record:

J. W. DeSouza, Assistant Counsel,
Salem, Oregon
Representing Oregon State Highway Commission;

Howard E. Roos, Assistant General Attorney,
Portland, Oregon
Representing Union Pacific Railroad Company.

On August 7, 1958, the State of Oregon, by and through its State Highway Commission, (Applicant) filed its application for authority to cross over the right of way and the main line and a passing track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, (Railroad) on the Columbia River Highway near Dodson, in Multnomah County, Oregon, known as the SECOND DODSON OVERCROSSING project.

Railroad and Board of County Commissioners of Multnomah County made no objection to the construction of the overcrossing in accordance with terms and conditions set forth in the application.

After due notice the matter was set down for hearing at the time and place mentioned herein. The hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed structure will be used by eastbound traffic, and will be located immediately south of and practically parallel to the existing overcrossing which will be used for westbound traffic. The existing overcrossing is designated as No. 2A-33.47-A in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

The two structures will permit a division of the traffic and will better accommodate the average of 2,700 vehicles per day and the anticipated annual increases.

The proposed overcrossing will have an overall length of 624 feet between end bents, provide a deck width of 30 feet, and will intersect the main track at an approximate angle of 25 degrees.

Horizontal and vertical clearances provided for the main and passing tracks beneath the structure, and for additional tracks if needed, will be in excess of the minimum prescribed in Order No. 33700. However, during the construction period, forms necessary for the footings on the south side of the main track and falsework necessary on the north side of the passing track will limit the horizontal clearance to 7 feet 6 inches, thus impairing the standard clearance to the extent of 1 foot 0 inches at these locations.

Applicant will prepare plans and specifications, award contracts and supervise construction of the proposed grade separation structure, including the highway approaches.

Applicant also agrees to finance the construction of the said project from state and federal funds, and will reimburse Railroad for all necessary expenses incurred in connection with the construction which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads, and amendments thereof and supplements thereto.

Applicant proposes that Railroad, subject to reimbursement as hereinbefore stated, make such revisions in existing sign, signal and communication systems and such alterations to right of way fences as may be required prior to and during the construction, and reinstall or replace the facilities after completion of the project.

Applicant further proposes that Railroad, subject to reimbursement as hereinbefore stated, furnish such engineering inspection, and watchman and flagman services necessary to safeguard rail operations during the construction period of the project.

Applicant also proposes that Railroad, subject to reimbursement as hereinbefore stated, extend the existing inner guardrails on both tracks beneath and south of the proposed structure for a sufficient distance to insure safety of the structure and train operations.

After completion of the project, Applicant will maintain the overcrossing structure with its appurtenances and approaches, and Railroad will maintain its tracks, roadbed and railroad appurtenances beneath the structure, as well as any additional tracks and facilities found to be necessary to its operations.

From the foregoing, it is concluded that the construction of an overcrossing structure adjacent to the existing Dodson Overcrossing will constitute no additional hazard to rail operation, is necessary to provide additional traffic lanes for eastbound traffic and the safe separation of grades of railroad and highway, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, to construct an overcrossing structure over the right of way and tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Columbia River Highway, known as the SECOND DODSON OVERCROSSING project, in Section 3, Township 1 North, Range 6 East, Willamette Meridian, in Multnomah County, Oregon, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner, in accordance with modern accepted engineering practices and in conformity as to location, elevation, grades and angle of crossing with plan and profile submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise the construction of the overcrossing, including the approaches thereto, and finance the project from state and federal highway funds, and shall reimburse Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads, and amendments thereof and supplements thereto; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, subject to reimbursement as set forth above, make such revisions in existing signs, signals and communication systems and such alterations to right of way fences as may be necessary prior and during construction, and reinstall or replace the facilities after completion of the project; extend the existing guardrails on both tracks beneath and south of the proposed structure for a sufficient distance to insure safety of the structure and train operations; and furnish such engineering inspection, watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction period; and it is further

ORDERED that, after completion of the project, Oregon State Highway Commission shall, at its own expense, maintain the overcrossing structure, approaches and the appurtenances thereto; and Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, at their own expense, maintain their tracks and roadbed and the rail facilities beneath the structure, as well as any additional facilities constructed beneath the structure; and it is further

ORDERED that such horizontal impairments to the standard clearances as set forth in Order No. 33700 as may be required during the construction of the footings on the south side of the main track and the erection of falsework on the north side of the passing track -- to the extent of 1 foot 0 inches -- is hereby authorized; providing thereby a horizontal clearance of not less than 7 feet 6 inches from centerline of tracks; and it is further

ORDERED that Union Pacific Railroad Company is hereby authorized to operate its equipment over the tracks thus impaired during the period of temporary impairment; and it is further

ORDERED that the designation 2A-33.47-A presently assigned to the existing overcrossing be also maintained at the proposed overcrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 10th day of November, 1958.

HOWARD MORGAN

Public Utility Commissioner

(OFFICIAL SEAL)

FORM E-123-X 25M 5-58

R

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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AUG 11 1958
FOR FILING
I-80N-2(10)31
5-110

August 7, 1958

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 290-Second Dodson O-Xing
OWRR & N Co. (Mult. Co.)

Dear Sir:

Herewith I hand you original signed copy and three duplicate copies of petition of the State Highway Commission in the above entitled cause and matter.

Two of the copies are for service upon Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, and one copy is for service upon Multnomah County in the event that you wish to make the county a party.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
ENCL.
cc: Mr. Forrest Cooper - with copy of petition
Mr. G. S. Paxson - " " " " & exhibits
Mr. Ivan D. Merchant - " " " " " "
Mr. A. G. Skelton - " " " " " "
Mr. L. I. Lindas - " " " "

RECEIVED
AUG 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

COPIED

Pux 290

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of
the State of Oregon, by and through
its State Highway Commission, for
authority to construct an overcrossing
structure over the right of way and
tracks of Oregon-Washington Railroad
& Navigation Company, Union Pacific
Railroad Company, Lessee, on the
Columbia River Highway, known as the
SECOND DODSON OVERCROSSING project,
in Section 3, Township 1 North, Range
6 East, W.M., Multnomah County, Oregon.

PETITION

No.________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That heretofore under the authority of Order No. 18340, issued August 12, 1947, Docket F-2158, there was constructed an overcrossing structure over the tracks and across the right of way of Railroad Companies which is and has been in public use.

It now is the plan and purpose of petitioner to construct an additional overcrossing structure close to and practically parallel to the existing structure on the southerly side thereof for the purposes of providing a four-lane highway. The existing structure will be used by westbound traffic and the proposed structure will be used by eastbound traffic. This proposed structure is shown on Drawings 13926 and 2176A-A attached hereto and by this reference made a part hereof.

IV

That the construction of the said proposed overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at the said location would not be in the interest of safety either on the highway or on the railroad.

V

That the estimated average daily traffic on each of the structures will be 2,700 vehicles per day with anticipated normal increases and that the traffic on the railroad is approximately 25 train movements per day.

VI

That the grade approaching the proposed structure from the west is an ascending grade of 2.8405 percent and the grade approaching the proposed structure from the east is a descending grade of 0.05466 percent, which grades are connected by a vertical curve 600 feet in length.

VII

That the petitioner proposes that the construction and maintenance of the proposed project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads, and amendments thereof and supplements thereto.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement as hereinbefore stated, make such revisions in existing sign, signal and communication systems as may be required to safeguard them during construction and reinstall the same in permanent locations after the completion of the project.

(b) Subject to reimbursement as hereinbefore stated, furnish such engineering inspection, watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement as hereinbefore stated, remove and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) At their own cost and expense, maintain their tracks, roadbed and railroad appurtenances beneath the structure, as well as any additional tracks and facilities found to be necessary to their operations and constructed beneath the said structure.

VIII

That it is not anticipated that during construction there will be any impairment of vertical clearances over the tracks of railroad but that there will be a temporary impairment of horizontal clearance to 7 feet 6 inches on the south side of the main line track, which temporary impaired clearance will be removed after construction.

IX

That the proposed construction is in Section 3, Township 1 North, Range 6 East, W.M., in Multnomah County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction in accordance herewith and authorizing the operation of trains during such temporary impaired clearance and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of August, 1958.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

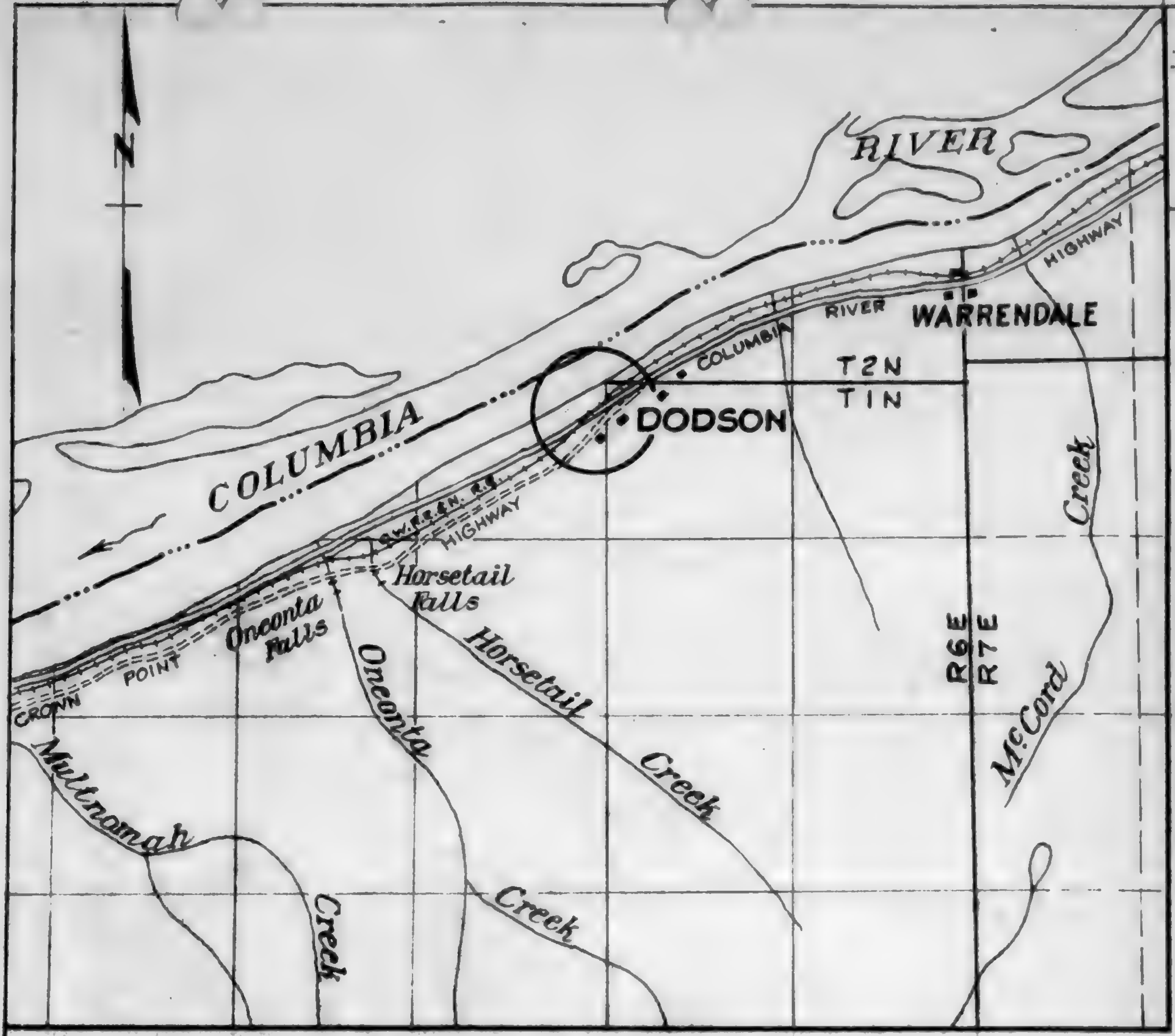
TEMPLATE

AREAS

AREAS CHECKED

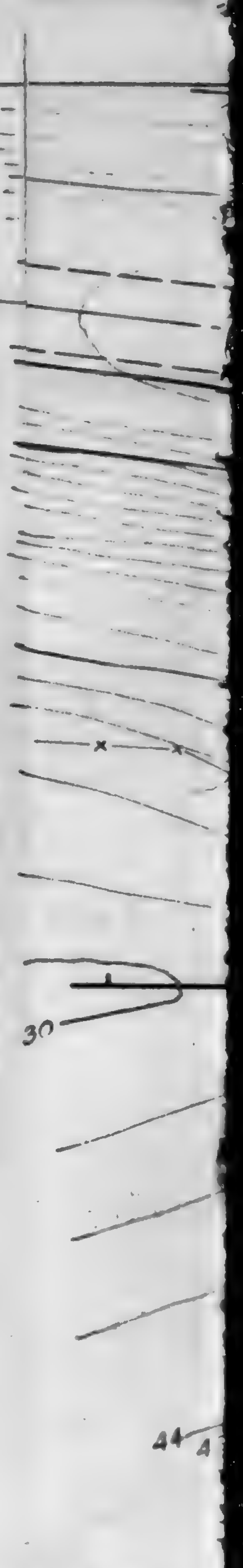
BY

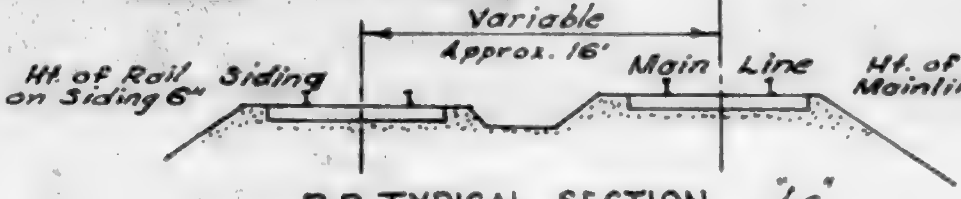
DATE


N
COLUMBIA
RIVER
COLUMBIA RIVER HIGHWAY
HIGHWAY
O.W.R.&N. R.R.
WARRENDALE
DODSON
T2N
T1N
R6E
R7E
Horsetail Falls
Oneonta Falls
CROWN POINT
Multnomah Creek
Oneonta Creek
Horsetail Creek
McCord Creek
Creek

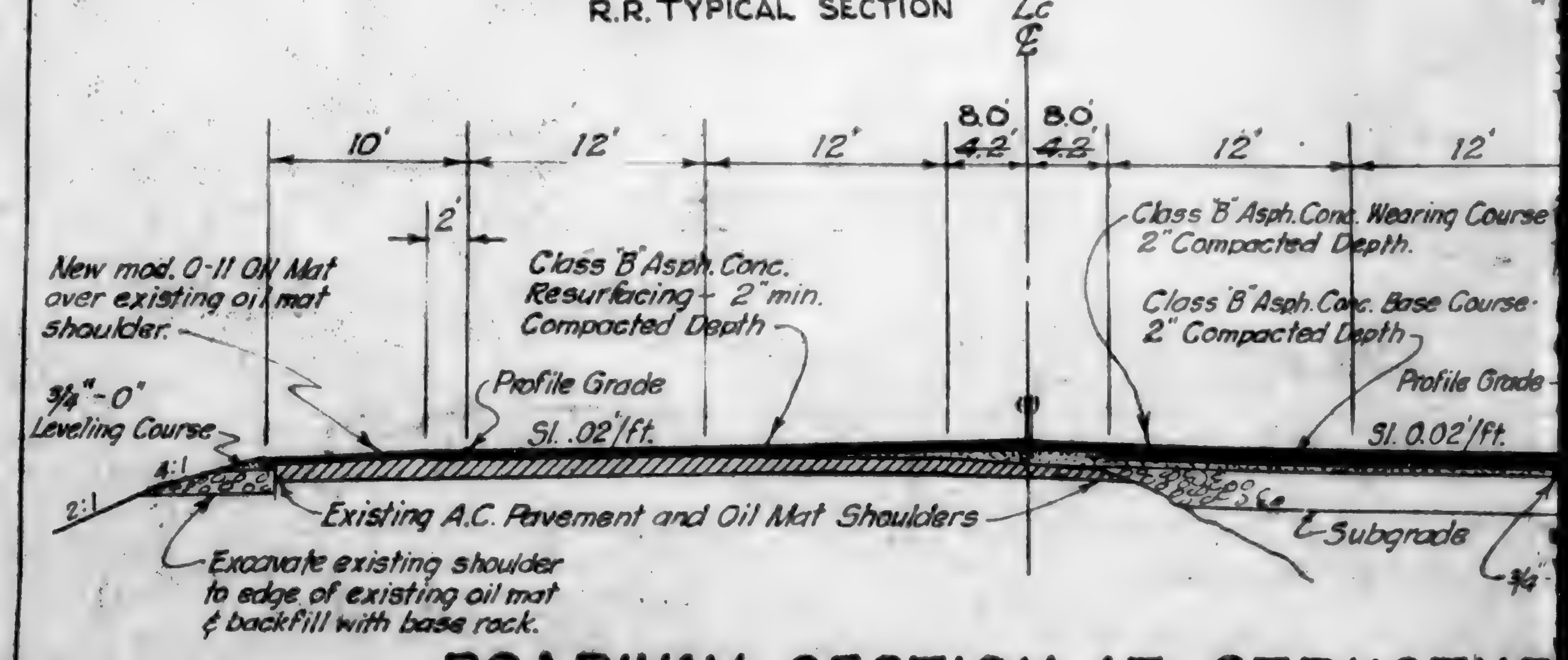
VICINITY MAP

Scale - 1" = 1 Mile



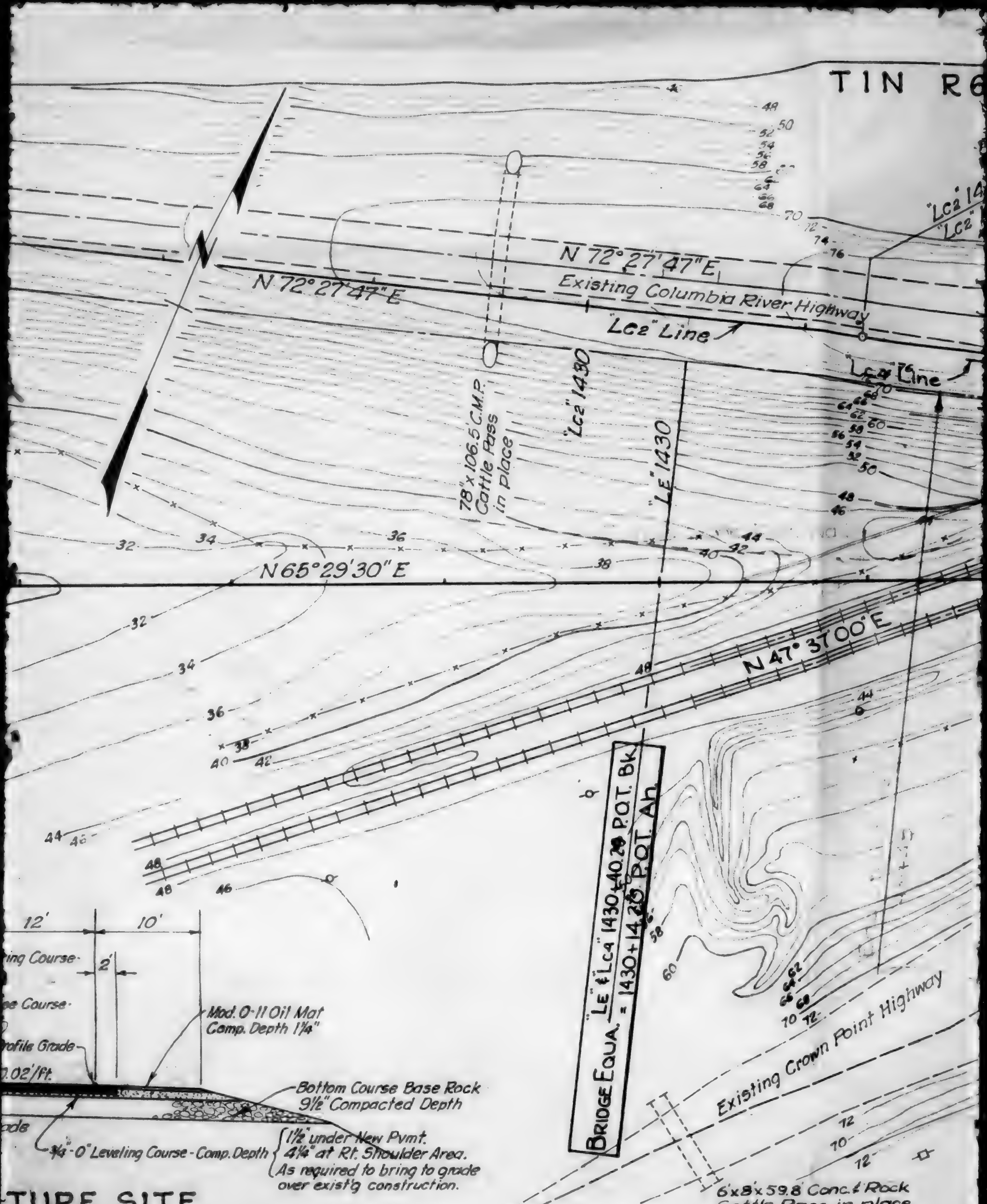

Variable
Approx. 16'
Ht. of Rail on Siding 6"
Siding
Main Line
Ht. of Rail Mainline 6¾"

R.R. TYPICAL SECTION

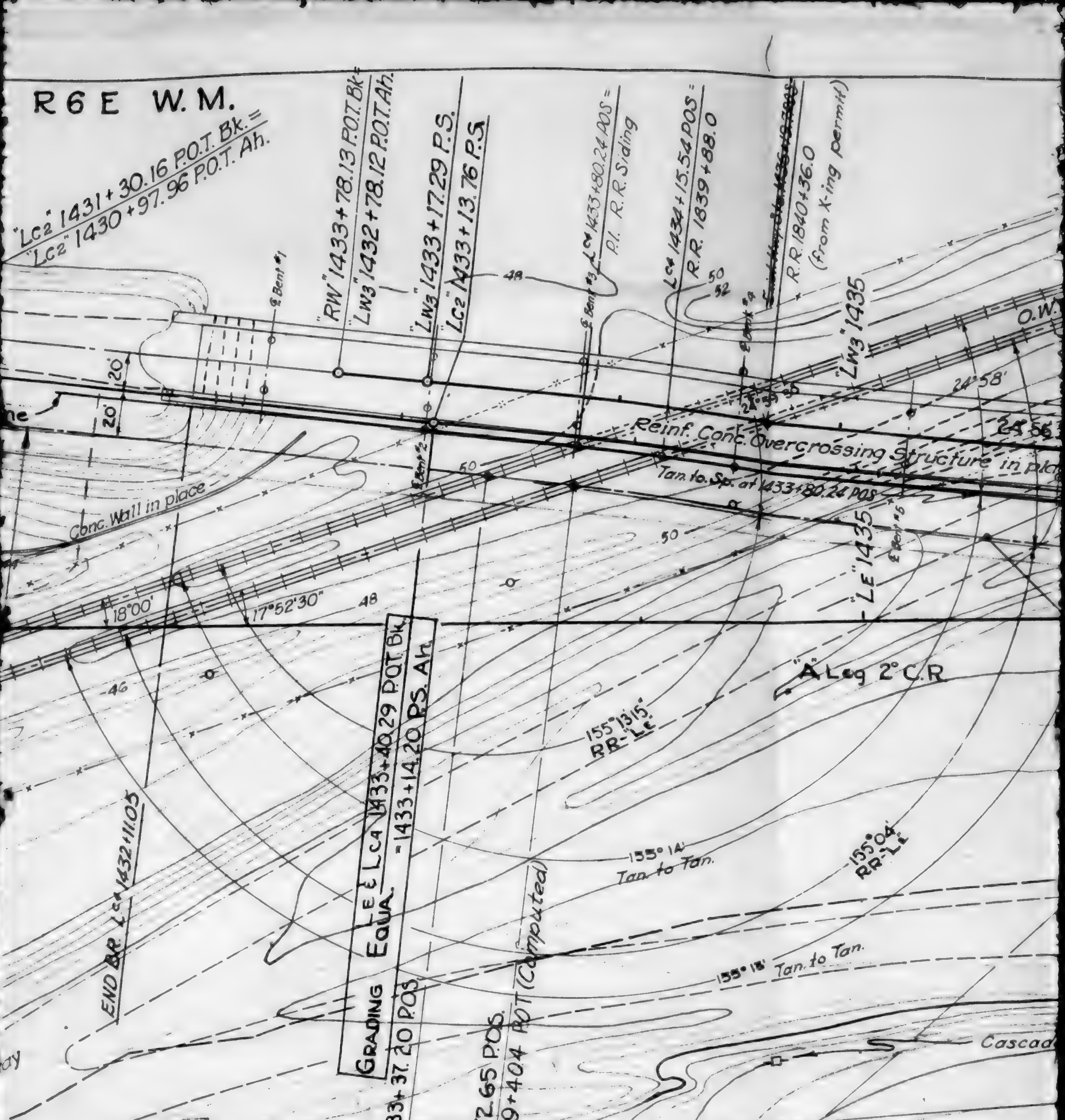

"Lc"
℄
10'
12'
12'
8.0
4.2
8.0
4.2
12'
12'
2'
New mod. 0-11 Oil Mat over existing oil mat shoulder.
Class "B" Asph. Conc. Resurfacing - 2" min. Compacted Depth
Class "B" Asph. Conc. Wearing Course 2" Compacted Depth.
Class "B" Asph. Conc. Base Course 2" Compacted Depth
¾"-0" Leveling Course
Profile Grade
Sl. .02'/ft.
Profile Grade
Sl. 0.02'/ft.
4:1
2:1
Existing A.C. Pavement and Oil Mat Shoulders
℄ Subgrade
Excavate existing shoulder to edge of existing oil mat & backfill with base rock.
¾"

ROADWAY SECTION AT STRUCTUR

-5
-4
-3
-2
-1
0
Westerly
Easte
00



T1N R6
N
N 72° 27' 47" E
N 72° 27' 47" E
Existing Columbia River Highway
"Lc2" Line
"Lc2" 14
"Lc2"
"Lc4" Line
"Lc2" 1430
"Le" 1430
78" x 106.5' C.M.P. Cattle Pass in place
N 65° 29' 30" E
N 47° 37' 00" E
BRIDGE EQUA. "Le" & "Lc4" 1430+40.20 P.O.T. Bk. = 1430+14.20 P.O.T. Ah.
Existing Crown Point Highway
6'x8'x59.8' Conc. & Rock Cattle Pass in place
12'
10'
2'
ing Course
se Course
rofile Grade
0.02'/ft.
ade
Mod. 0-11 Oil Mat Comp. Depth 1¼"
Bottom Course Base Rock 9½" Compacted Depth
¾"-0" Leveling Course - Comp. Depth
1½" under New Pvmt. 4¼" at Rt. Shoulder Area. As required to bring to grade over exist'g construction.
TURE SITE
Easterly
2
3
4
5
6



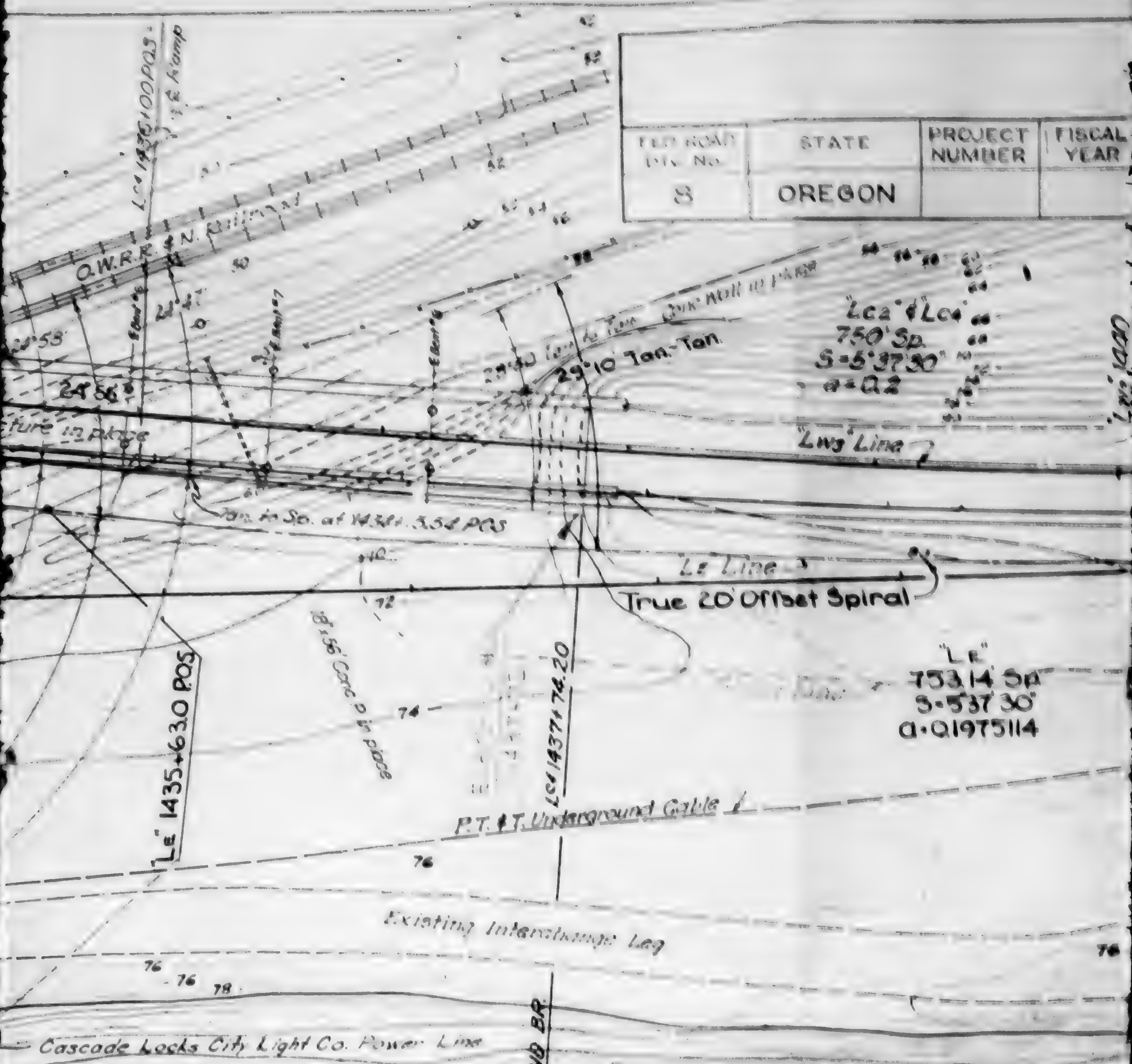
R6E W.M.
"Lc2" 1431+30.16 P.O.T. Bk.=
"Lc2" 1430+97.96 P.O.T. Ah.
"RW" 1433+78.13 P.O.T. Bk=
"Lw3" 1432+78.12 P.O.T. Ah.
"Lw3" 1433+17.29 P.S.
"Lc2" 1433+13.76 P.S.
Lc4 1433+80.24 POS =
P.I. R.R. Siding
Lc4 1434+15.54 POS =
R.R. 1839+88.0
R.R. 1840+36.0
(from X-ing permit)
℄ Bent #1
℄ Bent #2
℄ Bent #3
℄ Bent #4
℄ Bent #5
48
50
52
20'
20'
ne
"Lw3" 1435
O.W.
24°58'
24°59'35"
24°56'
Reinf. Conc. Overcrossing Structure in pla
Tan. to Sp. at 1433+80.24 POS
Conc. Wall in place
50
"Le" 1435
18°00'
17°52'30"
48
46
"A" Leg 2° C.R.
155°13'15"
RR-Le
Le & Lc4 1433+40.29 P.O.T. Bk.
Grading Equa. = 1433+14.20 P.S. Ah.
END BR. Lc4 1432+11.03
155°14'
Tan. to Tan.
155°04'
RR-Le
155°13'
Tan. to Tan.
Cascad
ay
1433+37.20 POS
"Le" 1433+72.65 POS.
"R.R. 1839+404 P.O.T. (Computed)
74
76
82
84
86
88
90
92
94
96
98
100
32+00
V.C.
80.18
435+00
V.C.

MAP

Scale - 1" = 50'

Stations are "Lc4" station
a true 20' offset spiral

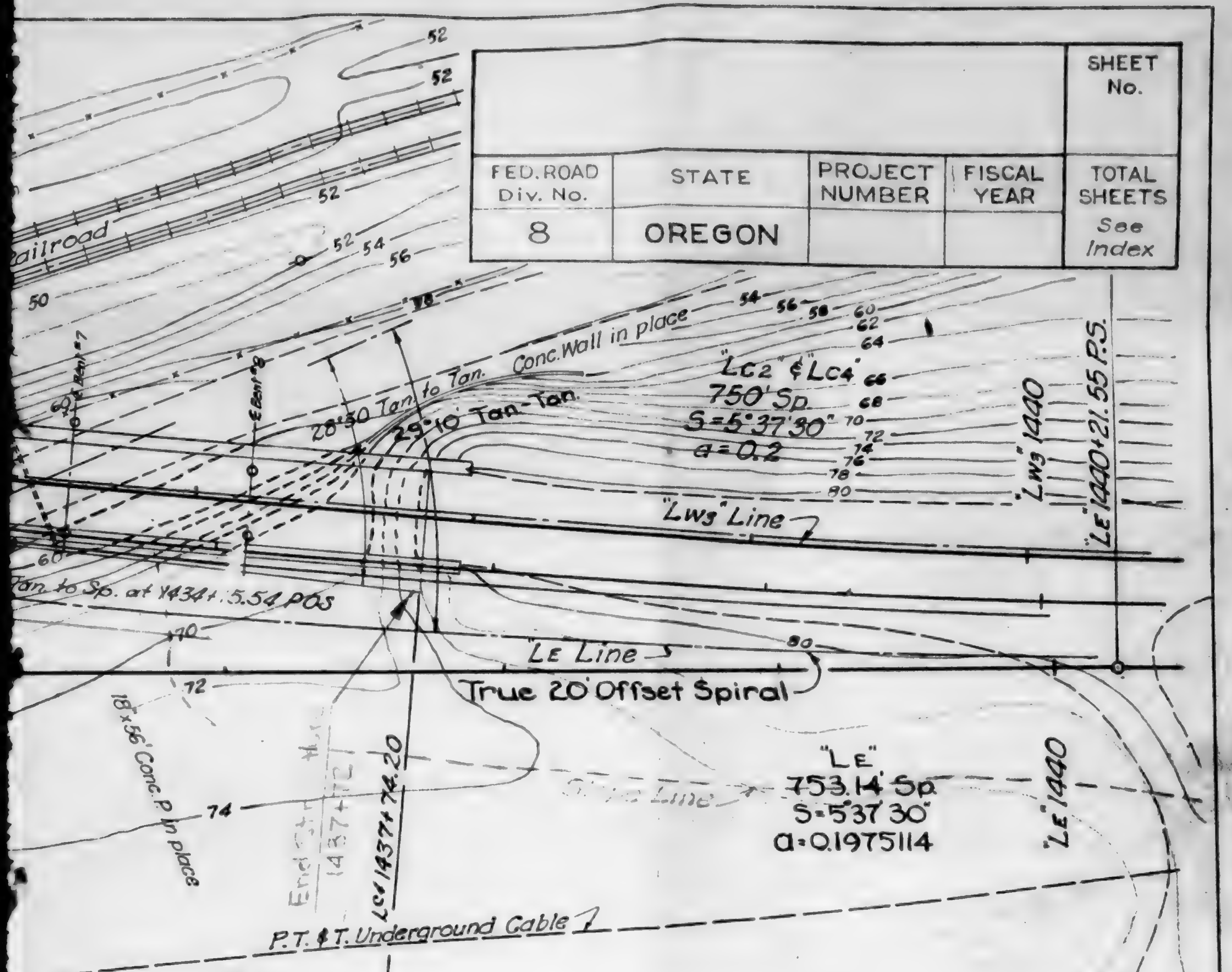
FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



O.W.R.R. & N. Railroad
Lc4 1436+00 POS.
& Ramp
24°58'
24°47'
24°56'
ture in place
Tan. to Sp. at 1438+3.54 POS
28°40' Tan. to Tan.
29°10' Tan.-Tan.
"Lc2" & "Lc4"
750' Sp.
S=5°37'30"
a=0.2
"Lw3" Line
"Le" Line
True 20' Offset Spiral
"Le"
753.14' Sp.
S=5°37'30"
a=0.1975114
"Le" 1435+63.0 POS
Lc4 1437+74.20
P.T. & T. Underground Cable
Existing Interchange Leg
Cascade Locks City Light Co. Power Line
END BR.
Existing Right of Way
72
74
76
78
102
104
106
108
110
112
114

stations on
t spiral.

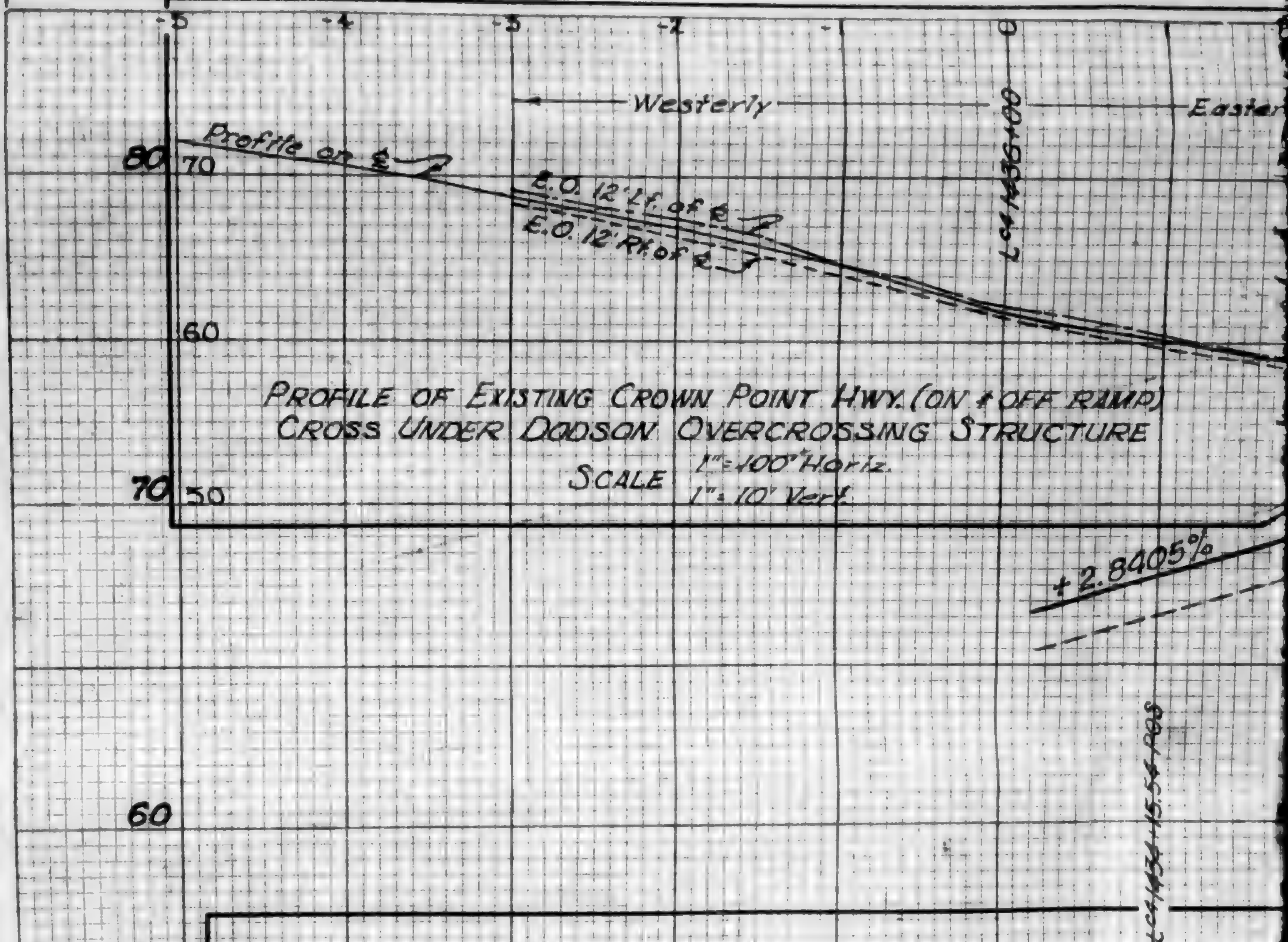
				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



Railroad
52
52
52
52
54
56
50
Conc. Wall in place
28°30' Tan to Tan.
29°10' Tan-Tan.
"Lc2" & "Lc4"
750' Sp.
S=5°37'30"
a=0.2
54
56
58
60
62
64
66
68
70
72
74
76
78
80
"Lw3" Line
"Lw3" 1440
"Le" 1440+21.55 P.S.
60
Tan. to Sp. at Y434+15.54 POS
70
72
"Le" Line
True 20' Offset Spiral
80
18"x56' Conc. P. in place
End Str. 1437+72
Lc4 1437+74.20
"Le"
753.14' Sp.
S=5°37'30"
a=0.1975114
"Le" 1440
74
P.T. & T. Underground Cable
76
Existing Interchange Leg
76
Light Co. Power Line
END BR.
Existing Right of Way
104
106
108
110
112
114

¢ backfill with base rock.

ROADWAY SECTION AT STRUCTURE



-5
-4
-3
-2
-1
0
Westerly
Easter
Profile on ¢
E.O. 12' Lt. of ¢
E.O. 12' Rt. of ¢
L¢ 1436+00
80
70
70
60
60
50
50
40
+2.8405%
L¢ 1434+15.54 P.O.S.
Profile of South Rail, Main Line
El. 49.77
El. 49.99
El. 50.22
El. 50.47
El. 50.72
El. 51.01
El. 51.25
El. 51.53
El. 51.79
El. 52.03
El. 52.24
El. 52.4
El. 48.96
El. 49.26
El. 49.60
El. 49.85
El. 50.07
El. 50.33
El. 50.56
El. 50.82
El. 51.14
El. 51.39
El. 51.62
El. 51.85
El. 52.0
L¢ 1433+80.22
1426
1427
1428

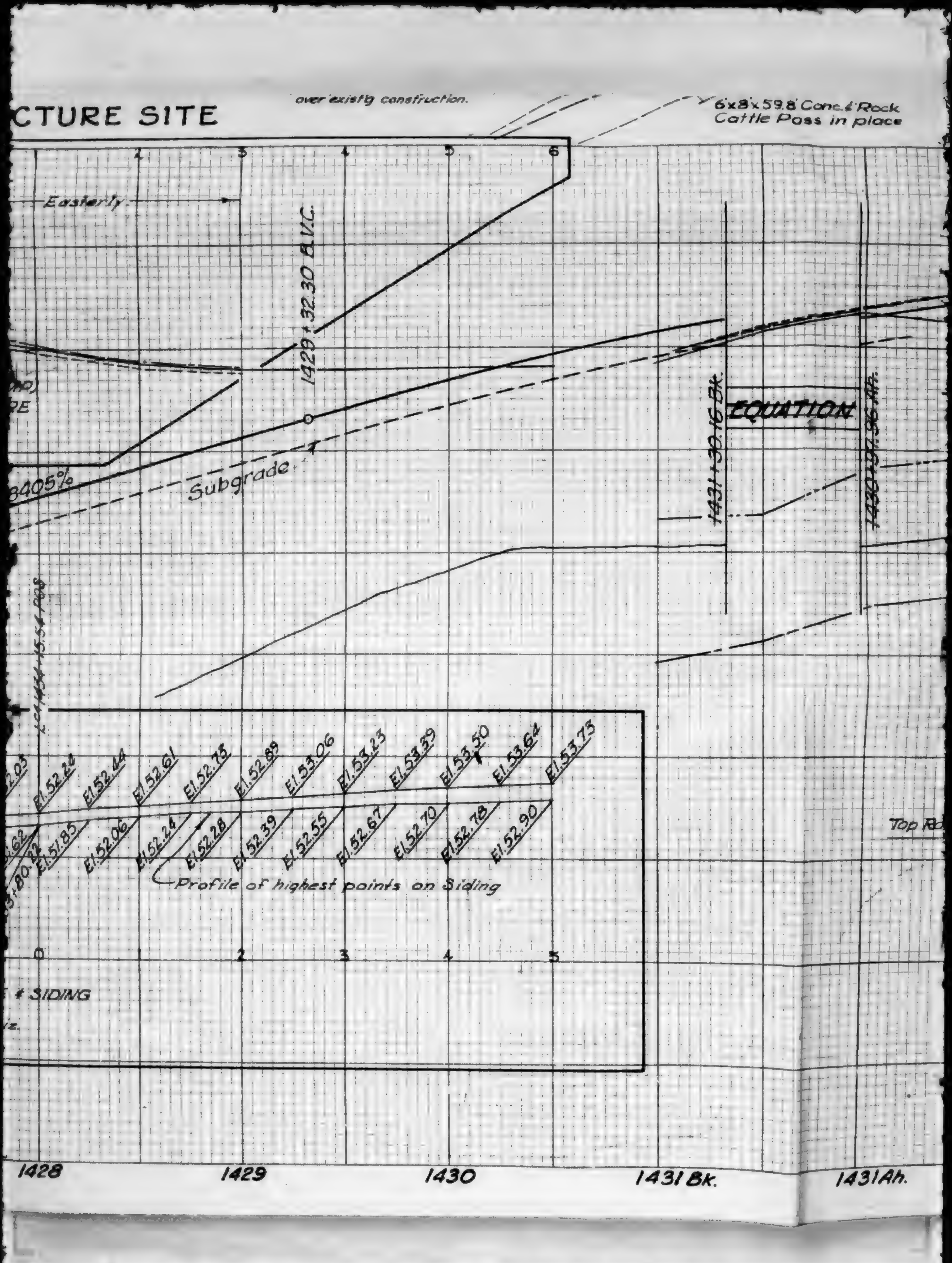
PROFILE OF EXISTING CROWN POINT HWY. (ON + OFF RAMP) CROSS UNDER DODSON OVERCROSSING STRUCTURE

SCALE 1" = 100' Horiz. 1" = 10' Vert.

PROFILES OF U.P.R.R. MAIN LINE + SIDING

SCALE 1" = 100' Horiz. 1" = 5' Vert.

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

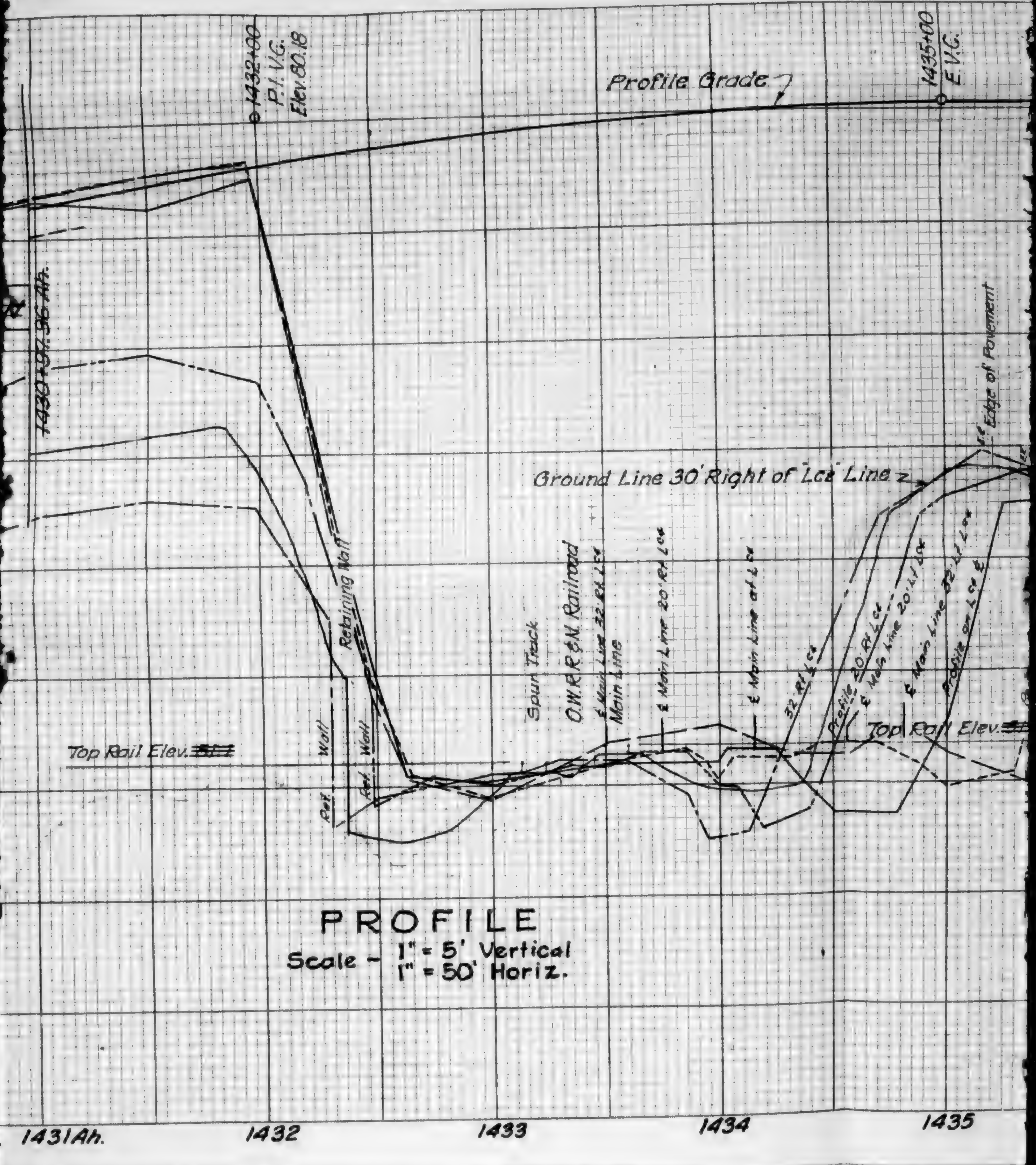

CTURE SITE
over exist'g construction.
6'x8'x59.8' Conc. & Rock
Cattle Pass in place
2
3
4
5
6
Easterly
1429+32.30 B.V.C.
8405%
Subgrade
1431+30.16 Bk.
EQUATION
1430+91.96 Ah.
₵ 1434+15.54 P.O.S.
2.03
El. 52.24
El. 52.44
El. 52.61
El. 52.78
El. 52.89
El. 53.06
El. 53.23
El. 53.39
El. 53.50
El. 53.64
El. 53.73
.62
3+80.22
El. 51.85
El. 52.06
El. 52.24
El. 52.28
El. 52.39
El. 52.55
El. 52.67
El. 52.70
El. 52.78
El. 52.90
Profile of highest points on Siding
Top Ra
0
2
3
4
5
# SIDING
iz.
1428
1429
1430
1431 Bk.
1431 Ah.

℄ Rock
place

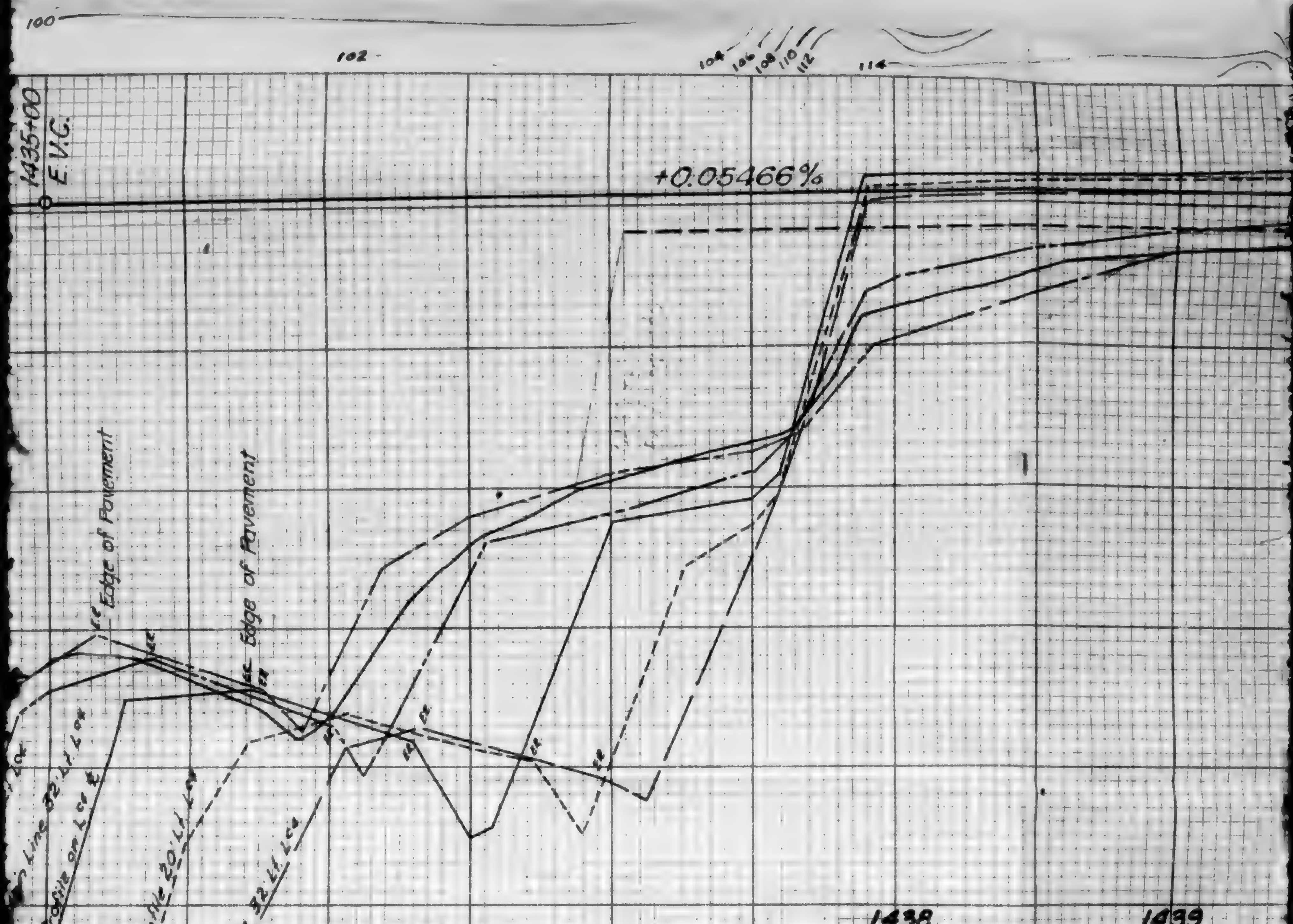
Scale - 1" = 50

9th

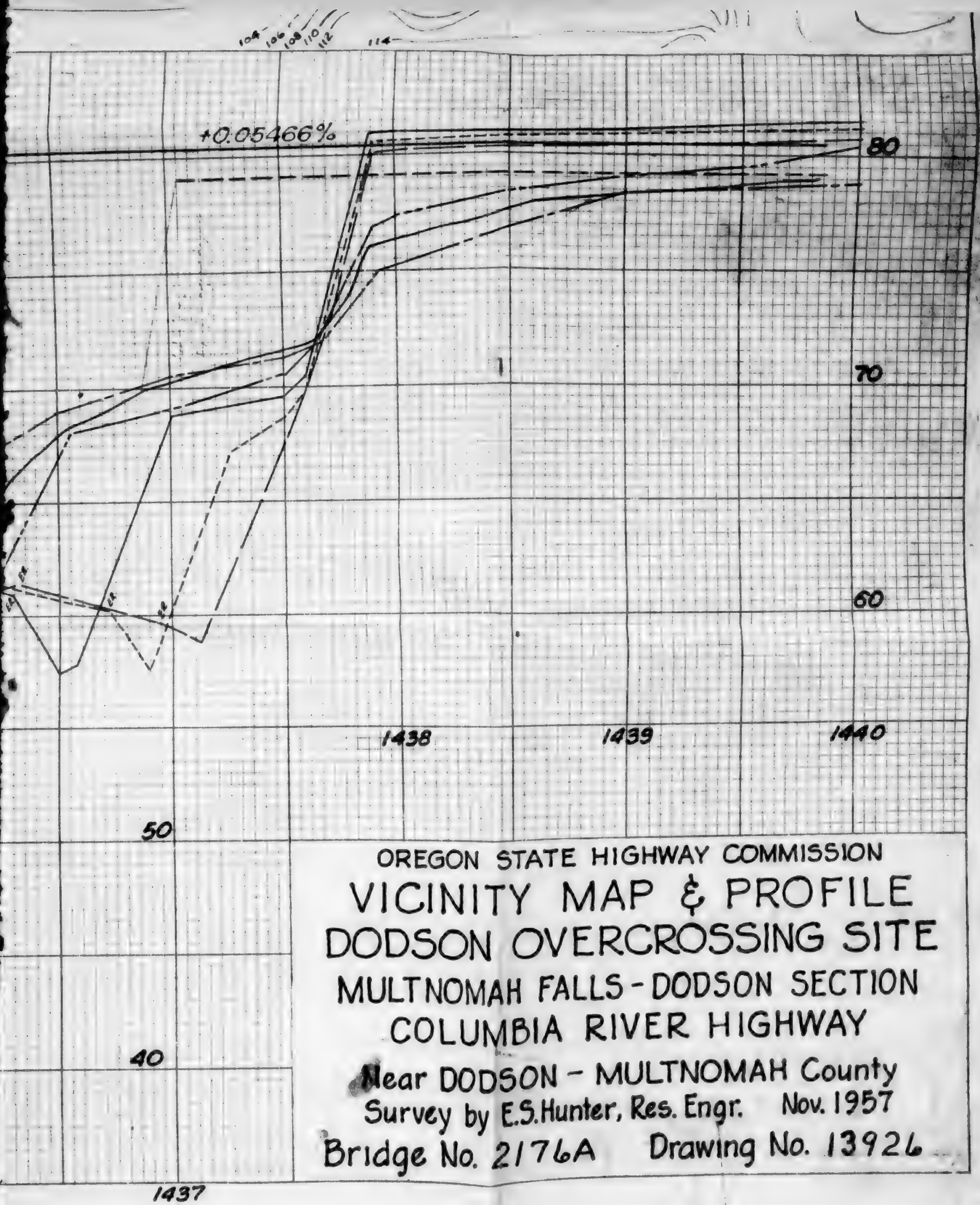
100


1432+00
P.I. V.C.
Elev. 80.18
1435+00
E.V.C.
Profile Grade
1430+97.96 Ah.
Edge of Pavement
Ground Line 30' Right of "Lc℄" Line
Retaining Wall
Spur Track
O.W.R.R.&N. Railroad
℄ Main Line 32' Rt. Lc℄
Main Line
℄ Main Line 20' Rt. Lc℄
℄ Main Line at Lc℄
32' Rt. Lc℄
Profile 20' Rt. Lc℄
℄ Main Line 20' Lt. Lc℄
℄ Main Line 32' Lt. Lc℄
Profile on Lc℄ ℄
Top Rail Elev.
Top Rail Elev.
Ret. Wall
Ret. Wall
1431Ah.
1432
1433
1434
1435

PROFILE
Scale - 1" = 5' Vertical
1" = 50' Horiz.


100
102
104
106
108
110
112
114
1435+00
E.V.C.
+0.05466%
Edge of Pavement
Edge of Pavement
Line 32' Lt Lc
Profile on Lc ℄
Profile 30' Lt Lc
Profile 32' Lt Lc
Coll Elev.
1438
1439
50
40
1435
1436
1437

OREGON STATE HIGHWAY
VICINITY MAP &
DODSON OVERCROS
MULTNOMAH FALLS - DODS
COLUMBIA RIVER H
Near DODSON - MULTNO
Survey by E.S.Hunter, Res. Eng
Bridge No. 2176A Drawi

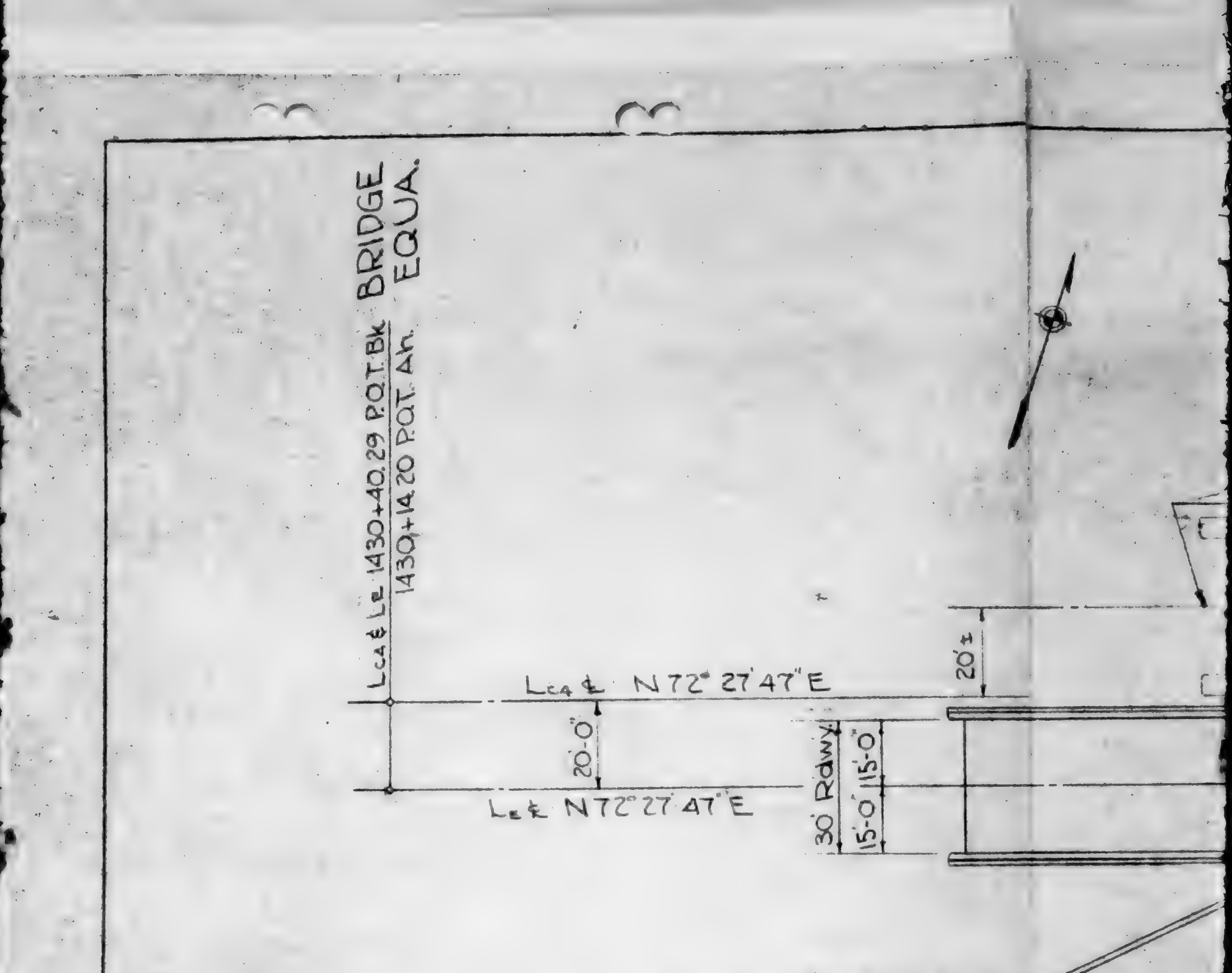

104
106
108
110
112
114
+0.05466%
80
70
60
50
40
1438
1439
1440
1437

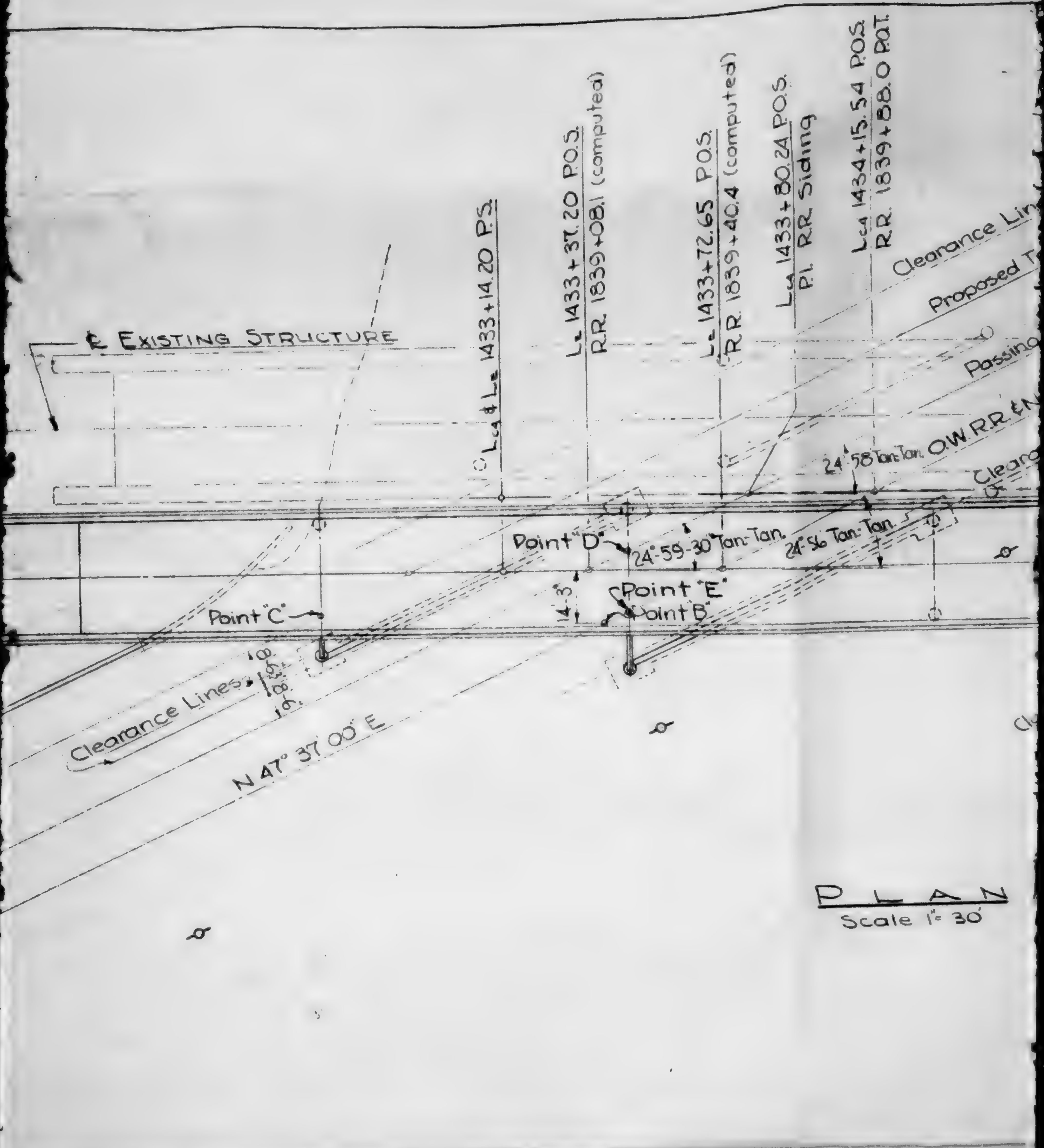
OREGON STATE HIGHWAY COMMISSION

VICINITY MAP & PROFILE
DODSON OVERCROSSING SITE

MULTNOMAH FALLS - DODSON SECTION
COLUMBIA RIVER HIGHWAY

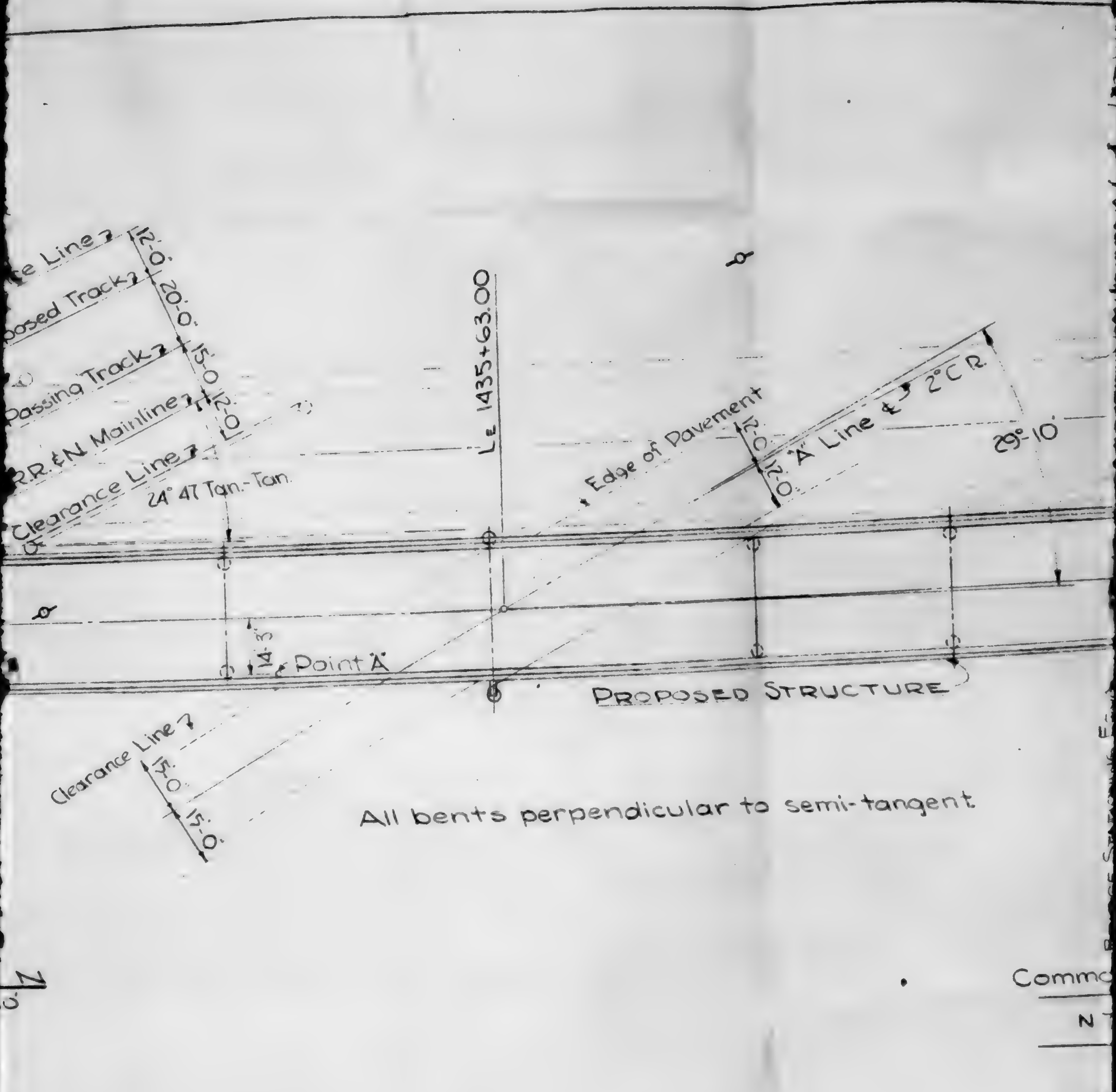
Near DODSON - MULTNOMAH County
Survey by E.S.Hunter, Res. Engr. Nov. 1957
Bridge No. 2176A Drawing No. 13926

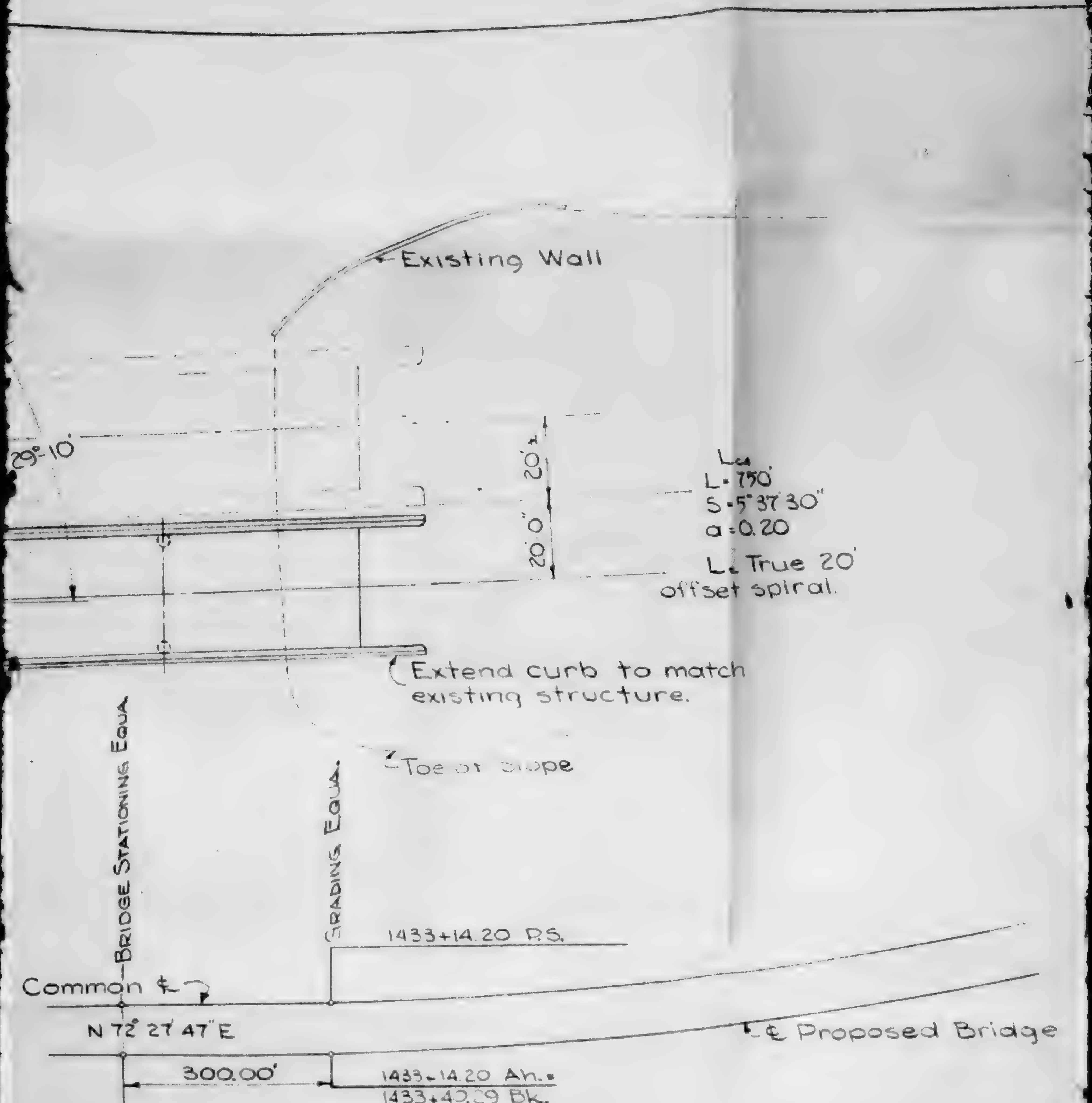

Lc4 & Le 1430+40.29 P.O.T. Bk. BRIDGE
1430+14.20 P.O.T. Ah. EQUA.
Lc4 ℄ N 72° 27' 47" E
20'-0"
Le ℄ N 72° 27' 47" E
20'±
30' Rdwy.
15'-0"
15'-0"
Remove 112' of exist. retaining wall
Construct 185' retaining wall
Toe of Slope


℄ EXISTING STRUCTURE
Lc & Lc 1433+14.20 P.S.
Lc 1433+37.20 P.O.S.
R.R. 1839+08.1 (computed)
Lc 1433+72.65 P.O.S.
R.R. 1839+40.4 (computed)
Lc 1433+80.24 P.O.S.
P.I. R.R. Siding
Lc 1434+15.54 P.O.S.
R.R. 1839+88.0 P.O.T.
Clearance Lin
Proposed T
Passing
O.W.R.R.&N
24°-58' Tan-Tan.
Clearan
Point "D"
24°-59'-30" Tan-Tan.
24°-56' Tan-Tan.
Point "E"
Point "B"
Point "C"
14'-3"
1'-8"
6'-3"
1'-8"
6'
Clearance Lines
N 47° 37' 00" E
Cl

PLAN

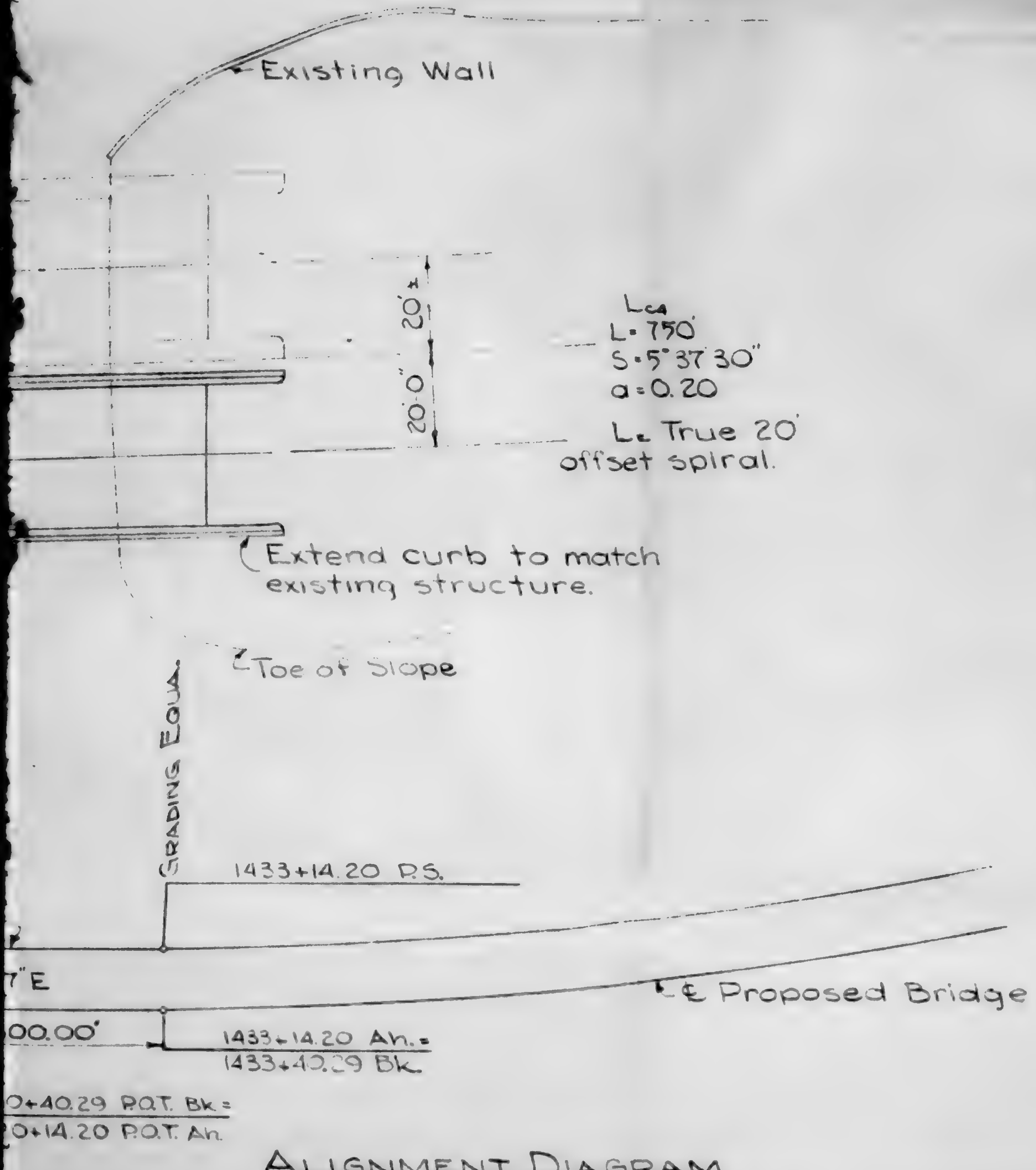
Scale 1" = 30'


e Line
12-0
osed Track
20-0
Passing Track
15-0
R.R. & N. Mainline
12-0
Clearance Line
24° 47 Tan.-Tan.
L℄ 1435+63.00
Edge of Pavement
12-0
12-0
"A" Line ℄ 2°C R.
29°-10'
14-3
Point "A"
PROPOSED STRUCTURE
Clearance Line
15-0
15-0
All bents perpendicular to semi-tangent
Commo
N


Existing Wall
29°-10'
20'±
20'-0"
Lc
L=750'
S=5°37'30"
a=0.20
Lc True 20' offset spiral.
Extend curb to match existing structure.
Toe of Slope
BRIDGE STATIONING EQUA.
GRADING EQUA.
1433+14.20 P.S.
Common ℄
N 72° 27' 47" E
℄ Proposed Bridge
300.00'
1433+14.20 Ah.=
1433+40.29 Bk.
1430+40.29 P.O.T. Bk.=
1430+14.20 P.O.T. Ah.

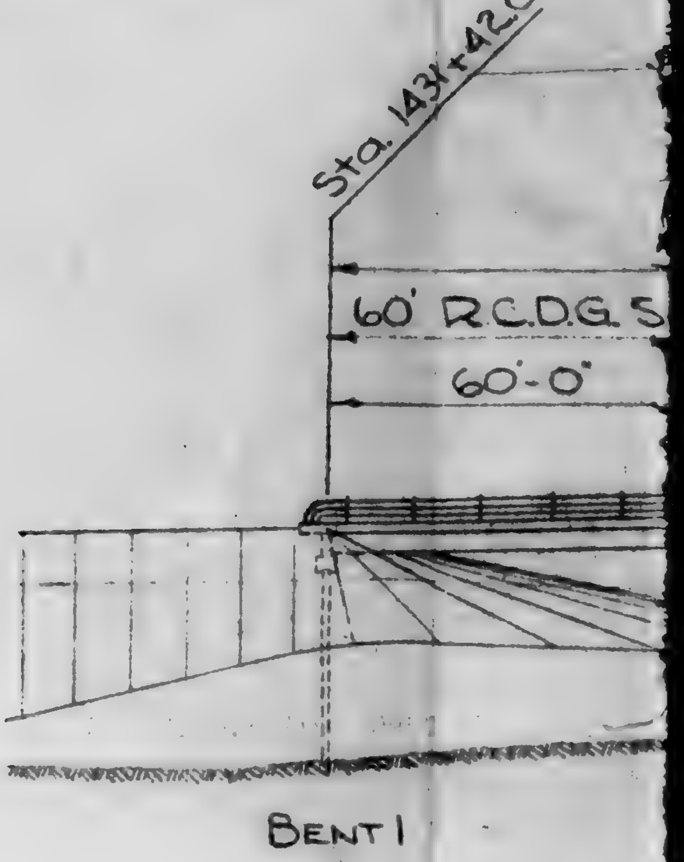
ALIGNMENT DIAGRAM

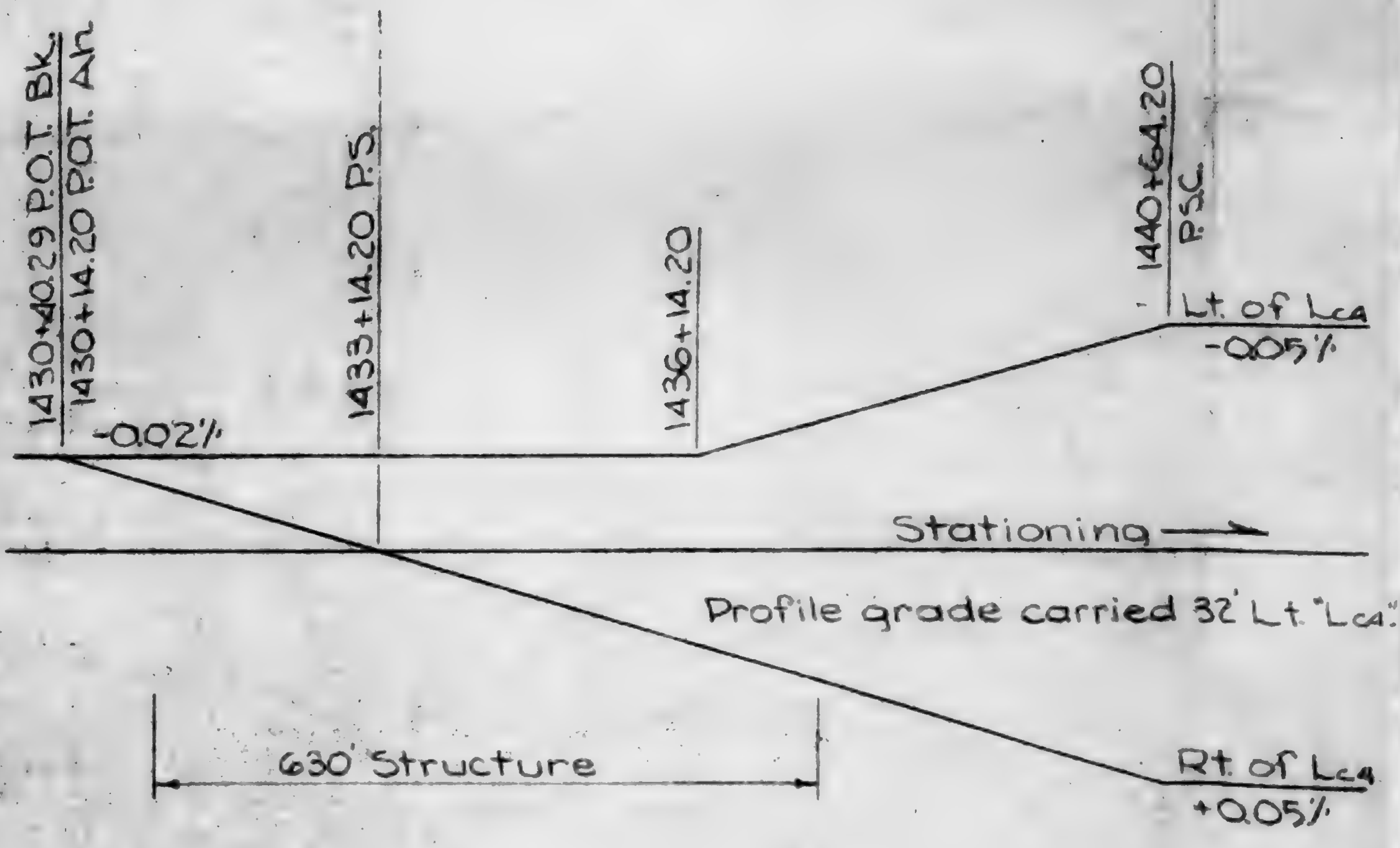
No Scale


Existing Wall
20'±
20.0'
Lca
L=750'
S=5°37'30"
a=0.20
L. True 20' offset spiral.
Extend curb to match existing structure.
Toe of Slope
GRADING EQUA.
1433+14.20 P.S.
7"E
00.00'
℄ Proposed Bridge
1433+14.20 Ah.=
1433+40.29 Bk.
0+40.29 P.O.T. Bk=
0+14.20 P.O.T. Ah.

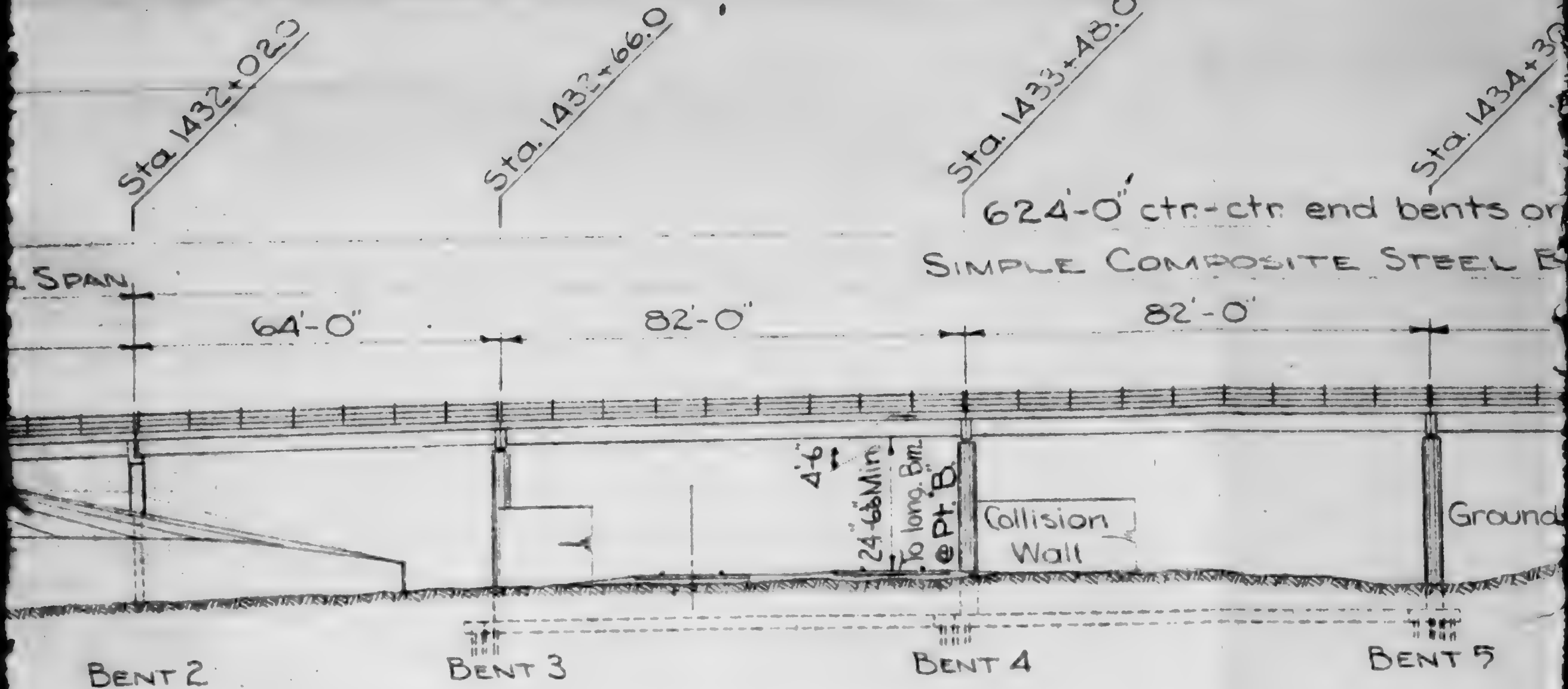
ALIGNMENT DIAGRAM

No Scale


Sta. 1431+42.0
60' R.C.D.G.S
60'-0"
BENT 1

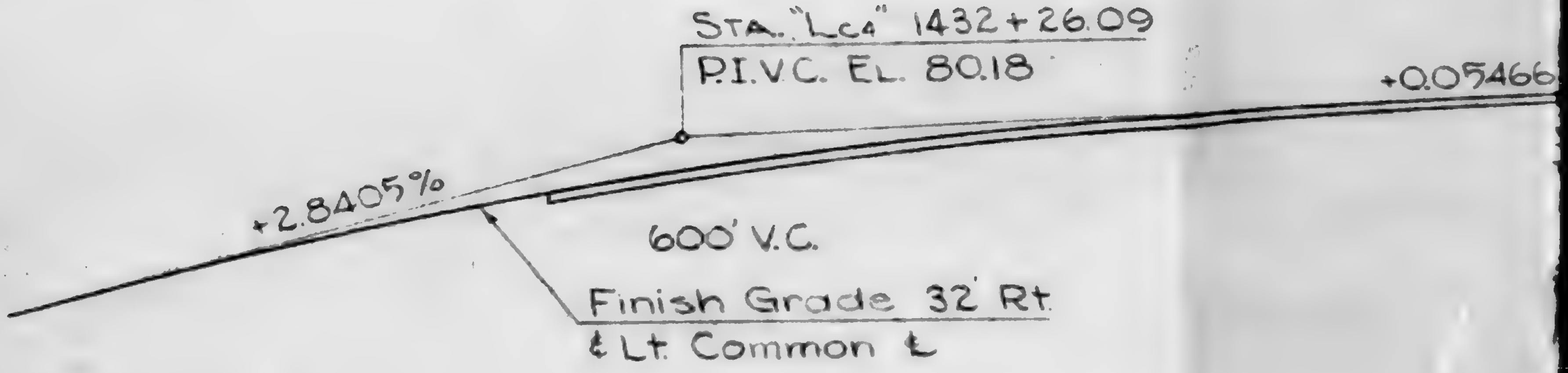

1430+40.29 P.O.T. Bk.
1430+14.20 P.O.T. Ah.
-0.02%
1433+14.20 P.S.
1436+14.20
1440+64.20
P.S.C.
Lt. of Lca
-0.05%
Stationing →
Profile grade carried 32' Lt. "Lca"
630' Structure
Rt. of Lca
+0.05%

SUPERELEVATION DIAGRAM
No Scale


Sta. 1432+02.0
Sta. 1432+66.0
Sta. 1433+48.0
Sta. 1434+30
624'-0" ctr-ctr end bents on
SIMPLE COMPOSITE STEEL B
SPAN
64'-0"
82'-0"
82'-0"
4'-6"
24'-6" Min. To long. Bm. @ Pt. "B"
Collision Wall
Ground
BENT 2
BENT 3
BENT 4
BENT 5

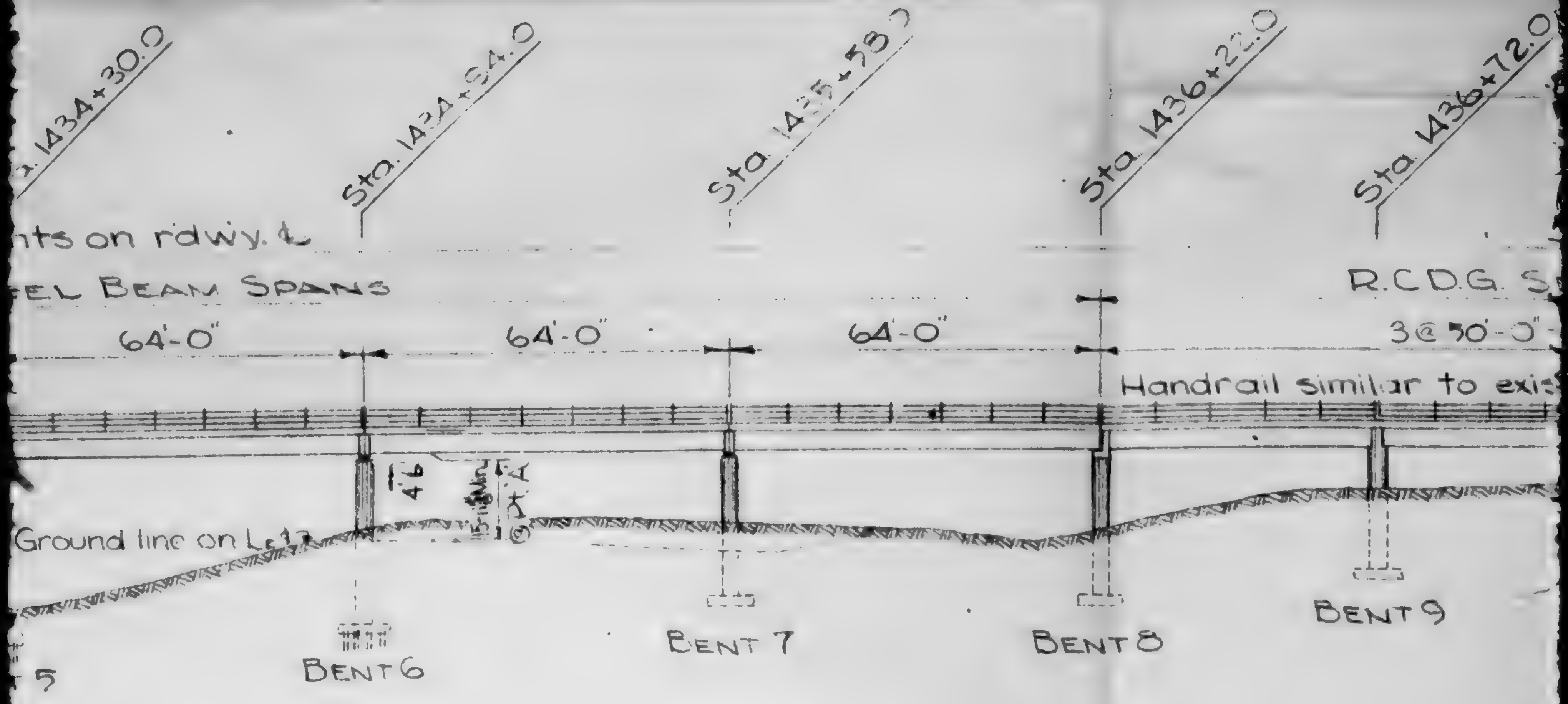
ELEVATION

Scale 1" = 30'


STA. "Lc4" 1432+26.09
P.I.V.C. EL. 80.18
+0.05466
+2.8405%
600' V.C.
Finish Grade 32' Rt. & Lt. Common ℄

GRADE LINE DIAGRAM

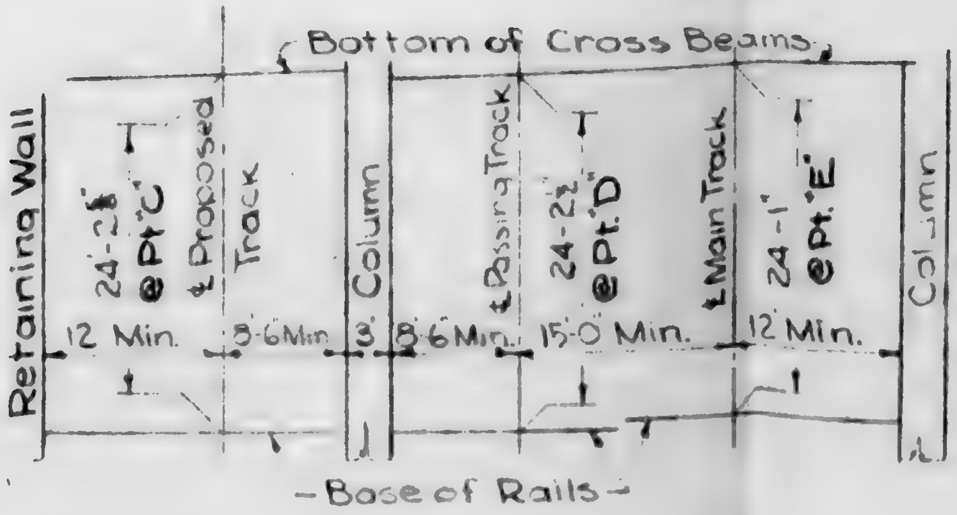
No Scale


Sta. 1434+30.0
Sta. 1434+94.0
Sta. 1435+58.0
Sta. 1436+22.0
Sta. 1436+72.0
nts on rdwy. ℄
EEL BEAM SPANS
64'-0"
64'-0"
64'-0"
R.C.D.G. S
3@50'-0"
Handrail similar to exis
4'6"
15'-11 3/4" Min.
@Pt.'A'
Ground line on ℄
5
BENT 6
BENT 7
BENT 8
BENT 9

ON

No

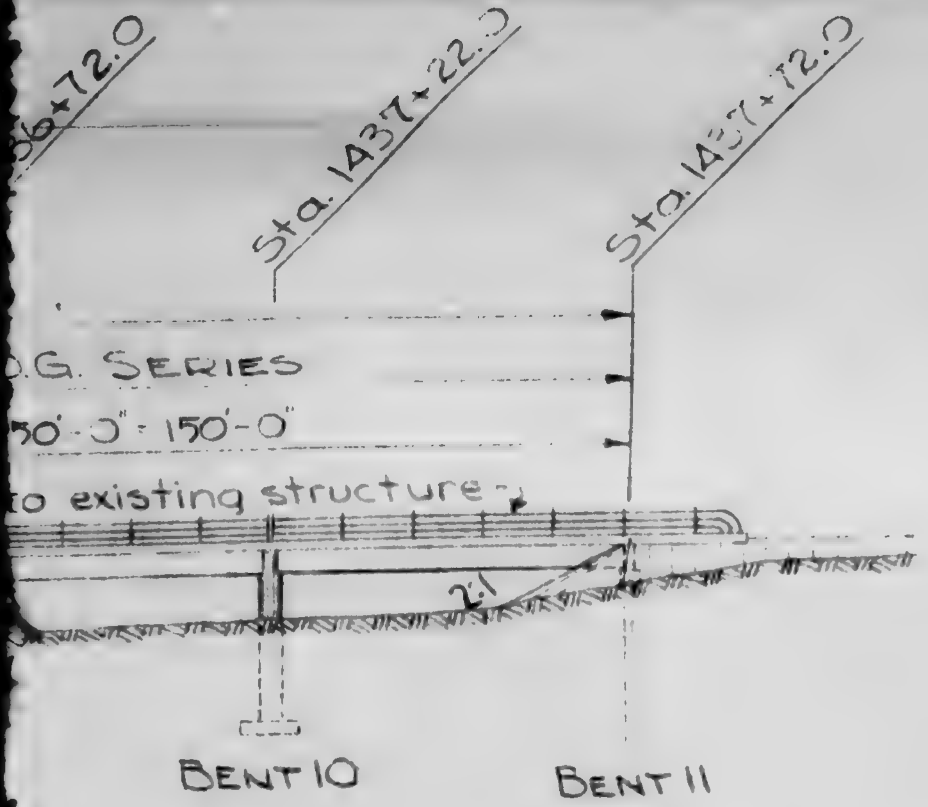
05466%


Bottom of Cross Beams
Retaining Wall
24'-2 3/8"
@Pt.'C'
℄ Proposed Track
Column
℄ Passing Track
24'-2 1/4"
@Pt.'D'
℄ Main Track
24'-1"
@Pt.'E'
Column
12' Min.
5'-6" Min.
3'
8'-6" Min.
15'-0" Min.
12' Min.
-Base of Rails-

Vertical clearar
based on assun
5'-0" structura
depth at cros

RAILROAD CLEARANCE DIAGRAM
Scale 1"=15'-0"

B

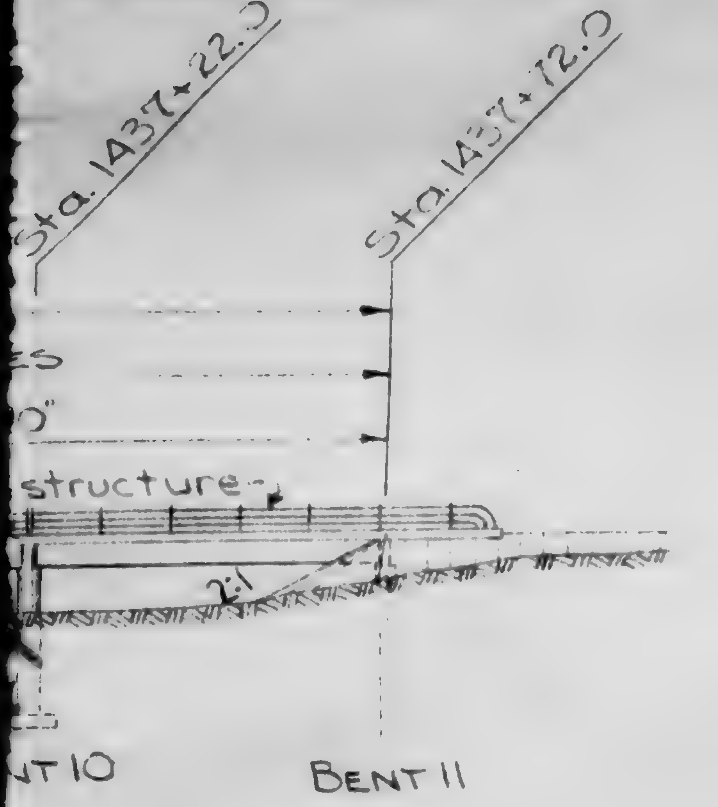

6+72.0
Sta. 1437+22.0
Sta. 1437+72.0
.G. SERIES
50'-0" - 150'-0"
to existing structure
2:1
BENT 10
BENT 11

NOTE: "LE" Stations shown are "LCA" ℄ stations on a true 20' offset spiral.

clearances
assumed
ctural
at cross bms

BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION
DODSON OVERCROSSING
COLUMBIA RIVER HIGHWAY
MULTNOMAH FALLS – DODSON SECT
MULTNOMAH COUNTY
BRIDGE Nº 2176A Scale Noted JUNE 10, 19
Drawn RHS. DRWG. Nº 2176A


Sta. 1437+22.0
Sta. 1437+72.0
ES
0"
structure
2:1
NT 10
BENT 11

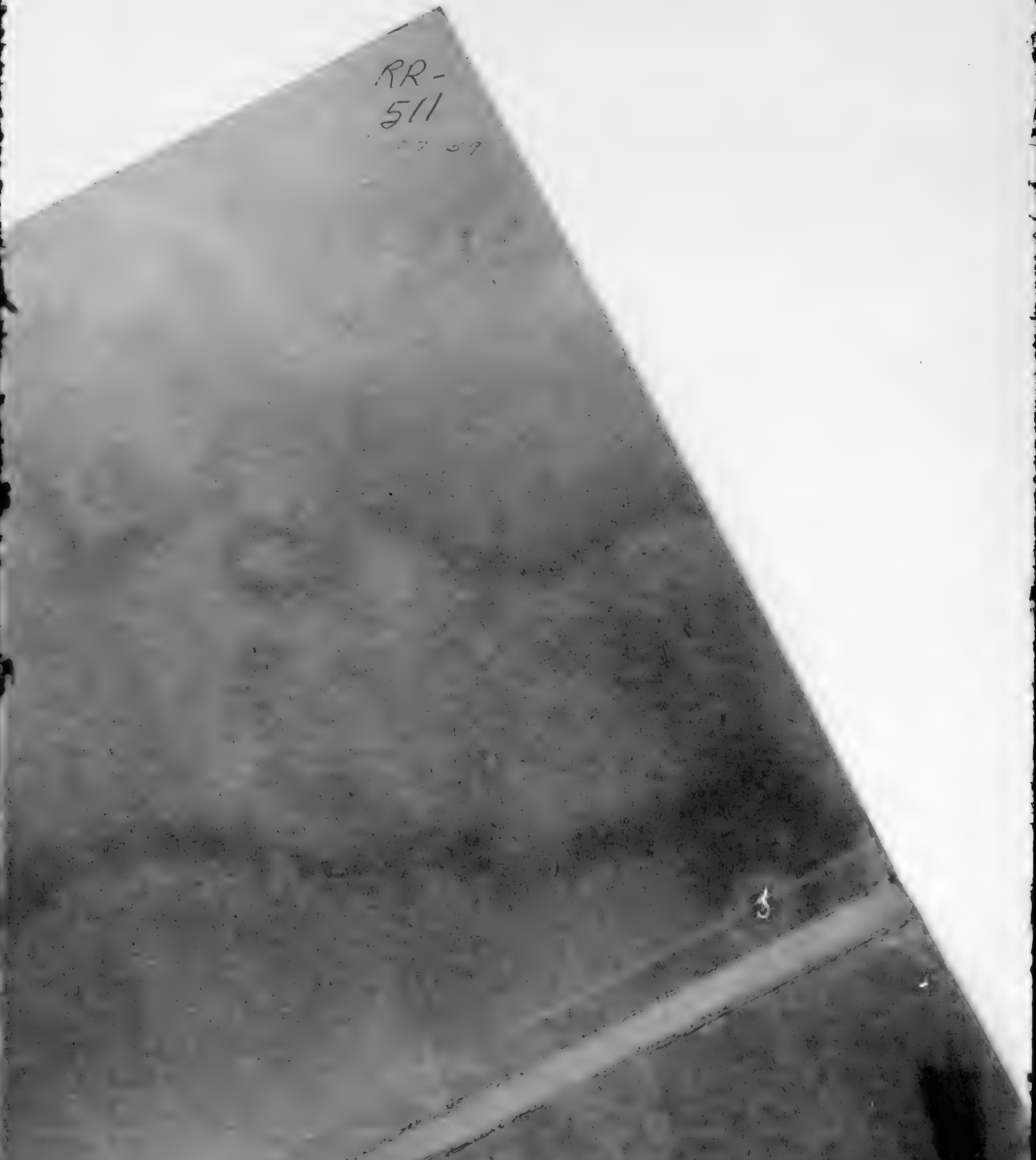
"LE" Stations shown are "LC4" ℄ stations on a true 20' offset spiral.

E ENGINEER

OREGON
STATE HIGHWAY COMMISSION
DODSON OVERCROSSING
COLUMBIA RIVER HIGHWAY
MULTNOMAH FALLS - DODSON SECTION
MULTNOMAH COUNTY
BRIDGE Nº 2176A Scale Noted June 10, 1958
Drawn R.H.S. DRWG. Nº 2176A-A

FG-73(16) Votaw Undercrossing 1959

#5411


RR-
511

RECEIVED
JUN 28 1961
FOR FILING

FG-73(16)
5411 —

COMMISSIONERS
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER

FLOYD QUERY, SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 27, 1961

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. G. Trabert

RE: Votaw Underpass at
Sherwood-Rex Hill,
Oregon

Gentlemen:

In reply to your recent inquiry regarding the status of your bills rendered in connection with Votaw Underpass at Sherwood-Rex Hill, Oregon, these bills are still in the hands of the Bureau of Public Roads and we expect that your retainage will be placed in line for payment in late summer of this year.

We are also in receipt of the following two bills which are lacking supporting data:

Bill No. 428710 Your Audit No. 112304 Judkins, Oregon
Bill No. 432085 Your Audit No. 111495 Rogue River, Ore.

These two bills cannot be placed for payment until they are complete with all attachments.

In order to expedite the payment of your bills to be rendered in the future, we would appreciate receiving all the necessary accompaniments with each bill.

Very truly yours,

NOTED

Ivan D. Merchant
Bridge Engineer

IDM:nk

cc: Duane Wolfe,
Accounting

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 1961
FOR FILING
js-MP

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

U. E. NORDEEN
GENERAL AUDITOR
H. A. NELSON
C. B. MACKENZIE
R. V. COLE

C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
C. B. GROVE
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

B. W. KLEE
AUDITOR OF DISBURSEMENTS
G. TRABERT
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. B. WEMETT
AUDITOR OF CAPITAL EXPENDITURES

FL-73(16)
5411

IN REPLY PLEASE REFER TO
EBD 220-113-State of Oregon-
Sherwood-Rex Hill, Oregon

State of Oregon
Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have outstanding in our accounts amount of $1,252.91, representing 10% balance due covering cost of labor and material furnished in connection with construction of Botaw Underpass at Sherwood-Rex Hill, Oregon in accordance with terms of agreement dated March 10, 1959 document audit No. 111244.

As final bill in connection with above project was rendered on January 10, 1961, our bill collectible No. 428708, will you please advise when we may expect your payment in amount of $1,252.91 to be forwarded to the Southern Pacific Company, c/o Treasury Department, 65 Market Street, San Francisco 5, California, giving reference to the above file.

Yours truly,

Original to Potter 3/24/61.

NOTED

4-4-61

Monthly transaction number 4-15	PR-2A U.S. DEPARTMENT OF COM (5-31-57) BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Washington**
		Project number **FG-73(16)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 10**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **175,846.00**
Revised Federal funds	$ **175,097.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **4** day of **April**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By __________
____
(Title)

By __________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. C. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

USComm-DC 11170

FORM CD-121
(9-22-59)

UNITED STAT VERNMENT

Memorandum

U. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: March 30, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

CG Polk

SUBJECT: Proposed Modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of Federal-aid project agreement for the following project:

FG-73(16) Votaw Undercrossing Structure

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

RECEIVED
MAR 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 5411 6-10-59 A

Monthly Transaction No. RECEIVED JUN 16 1959	For[illegible]-2 (9-[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Washington**
Project Report No. FOR FILING **8** FG 73 (16)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **FG-73(16)**

5411

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Votaw Undercrossing (S.P.R.R. Co.) approx. 2 miles north of Yamhill Co. Line on U.S. 99W.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**1-2-59**	**.03**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **173,202**	Federal funds $ **173,202**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 10, 1959**

USComm-DC 40257

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Votaw Undercrossing, Project No. FG-73(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

May 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Votaw Undercrossing Structure, Project No. FG-73(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. FG-73(16)

VOTAW UNDERCROSSING STRUCTURE ON THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1959

Type Code 6201
Roadway (Sta. 541+50 to Sta. 543+20.51)(Contract No. 5411)

Drainage Excavation, Unclassified	16	cu.yds.	$10.50	$ 168.00
General Excavation, Unclassified	5,600	cu.yds.	.53	2,968.00
Special Embankment Materials	1,320	cu.yds.	3.33	4,395.60
18-inch Concrete Pipe	70	lin.ft.	3.33	233.10
Extra for Pipe Under Pavement	22	lin.ft.	8.50	187.00
Coarse Crushed Material in Base	740	cu.yds.	3.00	2,220.00
3/4" - 0 Material in Base	90	cu.yds.	3.00	270.00
Sprinkling	20	M-gals.	3.00	60.00
3/4" - 0 Material in Binder Course	4	cu.yds.	10.00	40.00
Furnishing and Placing Aggregates	20	cu.yds.	7.50	150.00
200-300 Asphalt	2	tons	75.00	150.00
Class "B" Asphaltic Concrete	90	tons	10.00	900.00
	Subtotal			$11,741.70
	10% Engr. & Cont.			1,174.17
	Total			$12,915.87

Type Code X631
Votaw Undercrossing (Sta. 543+20.51)(Contract No. 5411)

Remove Old Bridge and Maintain Traffic	All	Required	$	$ 7,333.00
Shoring, Cribbing, etc.	All	Required		3,300.00
Structural Excavation	850	cu.yds.	3.00	2,550.00
Excavation Below Elevation Shown	50	cu.yds.	13.00	650.00
Furnish Treated Timber Piles	5,142	lin.ft.	1.30	6,684.60
Drive Piles	163	only	33.00	5,379.00
Class "A" Concrete	All	Required		44,046.60
Metal Reinforcement	78,500	lbs.	.13	10,205.00
Structural Steel	All	Required		47,433.00
Handrail	480	lin.ft.	4.73	2,270.00
Waterproofing	290	sq.yds.	6.00	1,740.00
				$131,591.60
Work by Northwest Natural Gas Co.	All	Required		100.00
Work by Western Union Co.	All	Required		2,523.00
Work by Southern Pacific Co.	All	Required		11,000.00
Flagging (57½% of Contractors Cost)	All	Required		500.00
	Subtotal			$145,714.60
	10% Engr. & Cont.			14,571.46
	Total			$160,286.06

Length of Roadway.	0.032 mile
Length of 1 Structure.	0.000 mile
Total Length	0.032 mile
Cost of Roadway per mile	$403,620.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Roadway	$ 12,915.87	$ 12,915.87
Structure	160,286.06	160,286.06
	$173,201.93	$ 173,201.93

State Funds For Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

VOTAW UNDERCROSSING STRUCTURE

Project No. FG-73(16)

Estimated Costs of Work by Western Union Co.

Labor		$2,058.00
Materials		410.00
Transportation of Materials		117.00
Miscellaneous		170.00
Salvage Credits		232.00 Cr.
		$2,523.00
	Use	$2,523.00

Estimated costs of Work by the Northwest Natural Gas Co.:

Labor		$100.00
	Use	$100.00

Estimated Costs of Work by the Southern Pacific Company:

Construct Track on New Location and Remove Track from Old Location		$ 9,206.00
Equipment Rental		50.00
Freight		1,124.00
Material Handling		237.00
Accounting and Billing		1,006.00
Contingencies		2,109.00
Vacation Pay, Holiday Pay, etc.		1,200.00
Salvage Credit		3,100.00 Cr.
		$11,832.00
	Use	$11,000.00

Oregon State Highway Department

Federal Aid
Project No. FG-73(16)

VOTAW UNDERCROSSING STRUCTURE ON THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 24, 1958

Type Code 6201
Roadway (Sta. 541+50 to Sta. 543+20.51)

Drainage Excavation, Unclassified	16	cu. yds.	$3.50	$ 56.00
General Excavation, Unclassified	5,600	cu. yds.	1.25	7,000.00
Special Embankment Materials	1,320	cu. yds.	2.50	3,300.00
18-inch Concrete Pipe	70	lin. ft.	4.00	280.00
Extra for Pipe Under Pavement	22	lin. ft.	4.00	88.00
Coarse Crushed Material in Base	740	cu. yds.	3.50	2,590.00
3/4" - 0 Material in Base	90	cu. yds.	4.00	360.00
Sprinkling	20	M-gal.	4.00	80.00
3/4" - 0 Material in Binder Course	4	cu. yds.	10.00	40.00
Furnishing and Placing Aggregates	20	cu. yds.	10.00	200.00
200-300 Asphalt	2	tons	100.00	200.00
Class "B" Asphaltic Concrete	90	tons	12.00	1,080.00
	Subtotal			$ 15,274.00
	10% Engr. & Cont.			1,527.40
		Total		$ 16,801.40

Type Code X631
Votaw Undercrossing (Sta. 543+20.51)

Remove Old Bridge and Maintain Traffic	All	Required	$	$ 8,000.00
Shoring, Cribbing, Etc.	All	Required		4,500.00
Structural Excavation	850	cu. yds.	6.00	5,100.00
Excavation Below Elevation Shown	50	cu. yds.	10.00	500.00
Furnish Treated Timber Piles	5,142	lin. ft.	1.40	7,198.80
Drive Piles	163	only	50.00	8,150.00
Class "A" Concrete	All	Required		53,970.00
Metal Reinforcement	78,500	lbs.	0.14	10,990.00
Structural Steel	All	Required		63,000.00
Handrail	480	lin. ft.	8.00	3,840.00
Waterproofing	290	sq. yds.	3.50	1,015.00
				$166,263.80
Work by Western Union Co.	All	Required		2,523.00
Work by Southern Pacific Co.	All	Required		20,000.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
	Subtotal			$189,286.80
	10% Engr. & Cont.			18,928.68
		Total		$208,215.48

Length of Roadway - - - - - - - - - -	0.032 Mile
Length of 1 Structure - - - - - - - -	0.000 Mile
Total Length- - - - - - - - - - - - -	0.032 Mile
Cost of Roadway Per Mile- - - - - -	$525,043.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Roadway	$ 16,801.40	$ 16,801.40
Structure	208,215.48	208,215.48
	$225,016.88	$225,016.88

Oregon State Highway Department

Federal Aid
Project No. FG-73(16)

VOTAW UNDERCROSSING STRUCTURE ON THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications, revised to include work by the Northwest Natural Gas Company. Not as a basis for project agreement.)

Salem, Oregon, February 3, 1959

Type Code 6201
Roadway (Sta. 541+50 to Sta. 543+20.51)

Drainage Excavation, Unclassified	16	Cu. Yds.	$ 3.00	$ 56.00
General Excavation, Unclassified	5,600	Cu. Yds.	1.25	7,000.00
Special Embankment Materials	1,320	Cu. Yds.	2.50	3,300.00
18-Inch Concrete Pipe	70	Lin. Ft.	4.00	280.00
Extra for Pipe Under Pavement	22	Lin. Ft.	4.00	88.00
Coarse Crushed Material in Base	740	Cu. Yds.	3.50	2,590.00
3/4" - 0 Material in Base	90	Cu. Yds.	4.00	360.00
Sprinkling	20	M-Gals.	4.00	80.00
3/4" - 0 Material in Binder Course	4	Cu. Yds.	10.00	40.00
Furnishing and Placing Aggregates	20	Cu. Yds.	10.00	200.00
200-300 Asphalt	2	Tons	100.00	200.00
Class "B" Asphaltic Concrete	90	Tons	12.00	1,080.00
		Subtotal		$ 15,274.00
		10% Engr. & Cont.		1,527.40
		Total		$ 16,801.40

Type Code X631
Votaw Undercrossing (Sta. 543+20.51)

Remove Old Bridge and Maintain Traffic	All	Required	$	$ 8,000.00
Shoring, Cribbing, Etc.	All	Required		4,500.00
Structural Excavation	850	Cu. Yds.	6.00	5,100.00
Excavation Below Elevation Shown	50	Cu. Yds.	10.00	500.00
Furnish Treated Timber Piles	5,142	Lin. Ft.	1.40	7,198.80
Drive Piles	163	Only	50.00	8,150.00
Class "A" Concrete	All	Required		53,970.00
Metal Reinforcement	78,500	Pounds	0.14	10,990.00
Structural Steel	All	Required		63,000.00
Handrail	480	Lin. Ft.	8.00	3,840.00
Waterproofing	290	Sq. Yds.	3.50	1,015.00
				$166,263.80

		$166,263.80
Work by Western Union Company	All Required	2,523.00
Work by Southern Pacific Company	All Required	20,000.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
Work by the Northwest Natural Gas Company	All Required	100.00
	Subtotal	$189,386.80
	10% Engr. & Cont	18,938.68
	Total	$208,325.48

Length of Roadway —————— 0.032 Mile
Length of 1 Structure —————— 0.000 Mile
Total Length —————— 0.032 Mile

Cost of Roadway Per Mile ———— $525,043.75

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
Roadway	$ 16,801.40	$ 16,801.40
Structure	208,325.48	208,325.48
	$225,126.88	$225,126.88

RECEIVED
JUN - 6 1960
FOR FILING
FG-73(16)

541

Salem, Oregon
April 27, 1960

RR-511

File 29159
Middleton-Rex Hill Section
Pacific Highway West
Southern Pacific Company

Mr. Walter T. Wright
Right of Way Engineer
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of a grant of easement from the Southern Pacific Company for the highway under the relocated Votaw Overcrossing on the Pacific Highway West in Washington County.

A conformed copy of the above easement has been retained in this office.

Ass't. Secretary

rn
Attach: 2

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Right of Way Department
April 14, 1960

SUBJECT: File 29159
Middleton-Rex Hill Section
Pacific Highway West
Southern Pacific Company

To:

Mr. Floyd Query, Secretary
State Highway Commission
OFFICE

Attached in triplicate is an Indenture to be executed by the Highway Commission. This document is a grant of easement from the Southern Pacific Company to the State of Oregon for the highway under the relocated Votaw Overcrossing, on the Pacific Highway West in Washington County. This grant of easement is in accordance with Item 9 of the Agreement of March 10, 1959, between the Southern Pacific Company and the Highway Commission, File RR 511.

The easement has been executed by the officials of the Southern Pacific Company and bears the approval of the Staff Attorney, Chief Counsel, and Assistant State Highway Engineer. When the Indenture has been fully executed, will you please return the two signed originals to this office for further processing. The conformed copy may be retained for the Commission's files.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AE:ls
Attach: Indenture in triplicate

[illegible]
agreement signed by Commission effective 3-10-59
Floyd Query
Secretary

RECEIVED
MAR 2 1960
FOR FILING

[illegible] 73 [illegible]

5411

March 1, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5411 for construction of the Votaw RR Undercrossing on the Middleton-Yamhill County Line Section of Pacific Highway West in Washington County was completed December 7, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $11,046.63 will be released to the contractor, assigned to the Parkrose Branch of the Portland Trust Bank, on or after March 11, 1960. The total contract amount is $146,478.28, of which amount $915.35 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Mead Bldg.,
Portland 4, Oregon

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL [illegible] 1959

FG 73

411

July 24, 1959

Southern Pacific Co.
65 Market Street
San Francisco, California

ATTN: J. W. Corbett

IN REPLY PLEASE REFER TO
File No. 29159, 27612 &
27687, L-3180
Middleton-Rex Hill Sec.
Pacific Hwy. West

COPY

Dear Sir:

In accordance with an agreement between the State Highway Commission and the Southern Pacific Company on March 10, 1959 in PUX file 289 for the Botaw overcrossing, the State has executed a deed to Southern Pacific Company and secured title insurance thereon. Due to an error in the description stating the bearing was South 70° 29' 51" East instead of West, it was necessary for the State to execute and record a corrected deed. This has been done. In order to explain the transaction, we are enclosing the original Bargain & Sale Deed, dated May 29, 1959, the Correction Bargain & Sale Deed, dated July 2, 1959 and the Commonwealth Title Insurance policy, number 6-40040 on which the title insurance policy premium was paid by the State in accordance with the agreement. You may dispose of the original Bargain & Sale Deed as it has been corrected or keep it in your files, whichever you wish. You will note both documents have been placed of record.

Our records do not disclose that the Southern Pacific Company has executed their deed from Southern Pacific Company to the State of Oregon, by and through its State Highway Commission, in accordance with item 9 of the said agreement, wherein the Railroad was to convey the property in yellow shown on their drawing, P16407D. If the Railroad track has been removed from said parcel, the Southern Pacific Company may send their deed in due course of business to this office for the State Highway Department to record.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

EFS:blr
enc. orig. B.& S. Deed
corr. B.& S. Deed
Ins. Policy
cc: G. S. Paxson
A. G. Skelton
(copy of Deed)

RECEIVED
NOTED

RECEIVED
MAY 1 - 1959
FOR FILING

OREGON DISTRICT FG-73(16)

5411

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.6

May 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan D. Merchant
Bridge Engineer

Re: Oregon Project FG-73(16)
Votaw Undercrossing Section
Northwest Natural Gas Company

Dear Sir:

You have our approval to alter your agreement with the Northwest Gas Company to include a shift in alignment of the subject gas line. Your letter of April 29, 1959, indicated this work will cost approximately $100.

Very truly yours,

C. G. Polk
Division Engineer

Advert file

#5411 file

RECEIVED
[illegible] 1959
FOR FILING
FG 73 (16)
5411

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 511

April 27, 1959
Salem, Oregon

SUBJECT: Pux 289 - Votaw U-Xing
S. P. Company
Washington County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for your records original copy of construction agreement with Southern Pacific Company covering the above titled project.

Distribution of multilith copies of the agreement have been made as indicated below.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
encl.

cc: Forrest Cooper - with copy of agreement and exhibits
G. S. Paxson - " " " " " "
Ivan Merchant - " " " " " " (6-5)
Tom Edwards - " " " " " " (3-1)
A. G. Skelton - " " " " " " (2-1)

RECEIVED
R 1 - 1959
FOR FILING
FG-73 (16)
5411

Files

March 31, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

This is to advise that we have received in this office a "Notice of Assignment" whereby Pacific Concrete Company assigns to Portland Trust Bank, Parkrose Branch, payments due or to become due under Contract No. 5411, for construction of the Votaw Undercrossing on the Pacific Highway West, Washington County.

The assignment has been approved by Mr. James E. Schram in behalf of the Glens Falls Insurance Company. Payments will be made to the bank as directed in the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Mr. James E. Schram, Agent
Glens Falls Insurance Company
609 Mead Building
Portland, Oregon

NOTED ON CARD

RECEIVED
PR 1 - 1959
FOR FILING

[illegible]

5411

~~note on card~~
files

March 31, 1959

Portland Trust Bank
Parkrose Branch
10003 N.E. Sandy Boulevard
Portland 20, Oregon

Attention: Mr. Dan Heimbuck
Assistant Manager

Gentlemen:

Attached is "Notice of Assignment" on Contract No. 5411 whereby Pacific Concrete Company assigns to your bank payments due or to become due under this contract.

We note that the assignment has been approved by Mr. James E. Schram in behalf of the Glens Falls Insurance Company who furnished the performance bond for this contract.

The assignment will be honored and payments forwarded as directed.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: C. H. Maison (2)

Mr. Maison:
Attached is a copy of the "Notice of Assignment" provided by the bank. Please direct future payments to the bank address as shown on the assignment.

FO

(Assignment of Claim and Notice of Assignment referred to above are filed in Contract No. 5411, in the Secretary's Office. em.)

NOTED ON CARD
OM

HEAD OFFICE

PARKROSE BRANCH
PORTLAND TRUST BANK
COMMERCIAL — SAVINGS — TRUST
MEMBER FEDERAL RESERVE SYSTEM

10003 N. E. SANDY BLVD.
PORTLAND 20, OREGON

March 20, 1959

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Enclosed herewith is Assignment of Claim and Notice of Assignment covering moneys due or to become due under contract award No. 5411 to Pacific Concrete Company of this city.

Also enclosed is the Acknowledgment of Assignment by the Glen Falls Insurance Company, who is the bonding company on this contract award.

Please acknowledge receipt of the Assignment and return the enclosed documents.

Would you please forward to us additional copies of your Assignment of Claim Form No. A204-1M.

Yours very truly,

Dan Heimbuck

Dan Heimbuck
Assistant Manager.

DH/ed
encl.

RECEIVED
MAR 23 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

om

A

RECEIVED
MAR 23 1959
FOR FILING

FORM E-123-X 12.5M 8-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

PC 7-116

CERTIFIED MAIL

5411

March 17, 1959

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 289-Votaw U-Xing
S.P. Co. (Washington Co.)

Dear Mr. Jaekle:

Herewith I hand you original and duplicate copy of construction agreement covering the above titled project, your File 911/323.

Both copies have been executed by the State Highway Commission.

After execution by Southern Pacific Company, it is requested that we be furnished with ten additional prints of your Drawing P 16407D.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. Tom Edwards
Mr. A. G. Skelton

RECEIVED
[illegible]
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
MAR 13 1959
FOR FILING
[illegible]
5411

Salem, Oregon
March 12, 1959

Pux 289-Votaw U-Xing
S.P. Co. (Washington County)

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling are two copies of an agreement with the Southern Pacific Company covering the Votaw U-Xing in Washington County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

Please return one fully executed copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-70 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

February 26, 1959
Salem Office

SUBJECT: Pux 289-Votaw U-Xing
S.P. Co. (Washington County)

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the Highway Commission original and duplicate copy of agreement with Southern Pacific Company regarding the above titled project. After execution by the Highway Commission, please return both copies direct to me.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. L. I. Lindas

AUTHORIZED BY STATE HIGHWAY COMMISSION
DATE Contract 5411, Votaw U crossing, awarded 2-17-59
Floyd Query
Secretary

Costs mentioned in this agreement are included in contract authorization

FORM 2-123 5M 10-56

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 11 1959
FOR FILING

FG-73(16)

5411

Mar. 11, 1959

Pacific Concrete Co.
10401 N. E. Marx St.
Portland 20, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5411, awarded Feb. 17, 1959, for Votaw Undercrossing of S.P.R.R., on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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FORM E-30 50M 6-5[illegible]
MAR [illegible] 1959
FOR FILING

FG [illegible]

5411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTE
W. C. WILLIAMS

February 26, 1959
Salem Office

SUBJECT: Pux 289-Votaw U-Xing
S.P. Co. (Washington County)

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the Highway Commission original and duplicate copy of agreement with Southern Pacific Company regarding the above titled project. After execution by the Highway Commission, please return both copies direct to me.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. L. I. Lindas

RECEIVED
FEB 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
FEB 27 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

40 STATE HIGHWAY BLDG
SALEM OREGON

FG-73 (16)

5411

When replying, refer to
08-35

February 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan D. Merchant, Bridge Engineer

Re: Oregon Project FG-73(16)
Jctaw Undercrossing Section-
Northwest Natural Gas Company

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Northwest Natural Gas Company consisting of exposing the line and protection during construction of the abutment footings on the above project.

Authorization is hereby granted, to proceed with the above work as of February 26, 1959 in accordance with PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

copies to:
Merchant
Probert

RECEIVED
3 17 1959
FOR FILING
FG-73(16)
5411

February 17, 1959

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Yotaw Undercrossing
F.A.P.-FG-73(16)

On January 20, 1959 the Highway Commission accepted the low bid of Pacific Concrete Company of Portland in the amount of $143,333.30 for this project and instructed me to award the contract to the low bidder as soon as necessary rights-of-way were acquired.

All necessary rights-of-way for the project have been acquired, with the exception of that to be acquired from the Southern Pacific Company. We are in agreement with the Southern Pacific Company as to the property to be acquired and all of the terms governing the acquisition of the property. Completion of the right-of-way indenture is a matter of office routine which we expect to be completed within the next 30 days. The contractor is pressing us to award the contract so that he can get his materials orders placed for early delivery for summer construction. He has agreed to stay off Southern Pacific Company right-of-way, per letter attached, until such time as formal negotiations and papers are completed. In view of the above, I propose to award the contract as of this date. May I have your concurrence in this award.

All plan changes requested by the Southern Pacific Company have been made, and we have their approval of the contract plans.

We are in agreement with the Southern Pacific Company as to the terms of the State/Railroad construction agreement, and the agreement is being prepared in the offices of the Southern Pacific Company. The agreement will follow the conditions set out in Public Utilities Commission Order 26404 forwarded you on December 16, 1958.

An estimate of cost of Southern Pacific Company work at the site is as follows:

Item		Labor	Material	Total
Temporary track		880	1227	2107
Permanent track		1470	2887	4357
Shift track, R/W fence, etc.		2110	632	2742
Equipment rental			50	50
Engineering and inspection		5000		5000
Watchman and Flagging		(2000)		(2000)
Freight			1124	1124
Material handling			237	237
Vacation allowance		458		458
Holiday Pay		229		229
Health and Welfare		304		304
Railroad Retirement and Unemployment Tax		1031		1031
Property Damage, Public Liability, and Workmen's Compensation		486		486
Accounting and billing		698	308	1006
Contingencies		1464	645	2109
	Totals	14130	7110	21240
Credit for track retired			-2096	-2096
	Totals	14130	5014	19144

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

Attached

CAG/mm

PACIFIC CONCRETE COMPANY

ALpine 4-7315

10401 N. E. Marx Street

Portland 20, Oregon

MAILING ADDRESS
P. O. BOX [redacted] 7648

OTIS JORDAN
VERN GLIDDEN

February 13, 1959

Oregon State Highway Dept.
Salem, Oregon

Re: Votaw Undercrossing of S.P.R.R.
Bridge No. 4945-A

Attention: Mr. Ivan Merchant

Dear Sir:

In accordance with our conversation of this date, concerning the above subject matter, we agree to the following:

1. We, Pacific Concrete Company, shall not infringe on Southern Pacific Railroad right of way until the Oregon State Highway Dept. has made the necessary right of way agreements.

2. We, Pacific Concrete Company, having been advised of the plan changes affecting an increase of quantities on the following items and by the following approximate quantities do accept these plan changes and quantity increases at our bid unit prices.

Timber Piling, Furnish	+ 480 Lineal Feet
Timber Piling, Drive	+ 18 each
Class A Concrete	+ 57 Cubic Yards
Metal Reinforcement	+ 15,000 Pounds
Structural Steel	Same

Sincerely yours,

PACIFIC CONCRETE COMPANY

Otis P. Jordan Jr.

Otis P. Jordan, Jr.

OPJ:jr

A

RECEIVED
FEB 18 1959
FOR FILING
FG-73 (16)
5411

February 17, 1959

Pacific Concrete Company
10401 N. E. Marx Street
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 accepted your proposal for construction of the Vetaw Undercrossing in Washington County for the sum of $143,333.30 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5411.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc., Seattle 1, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce, Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 17, 1959

Pacific Concrete Company
10401 N. E. Marx Street
Portland, Oregon

Contract for Votaw Undercrossing, Washington County, for which you submitted low bid on January 20, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
FEB [illegible] 1959
FOR FILING

FG-73(16)

When replying, refer to
08-35.4-0

[illegible]

February 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FG-73(16)
Votaw Undercrossing,
Pacific Highway West

Dear Sir:

Your letter of today requesting concurrence in award of contract for the above project advises that all right-of-way has been acquired with the exception of that to be acquired from the Southern Pacific Company. Correspondence presented indicates that agreement has been reached with the company as to terms of the acquisition and the contractor has agreed to stay off railroad property until completion of the right-of-way indenture.

In view of the above, we hereby concur as of this date in award of contract No. 5411 to Pacific Concrete Company of Portland, Oregon, low bidder in the amount of $143,333.30 at the January 20, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project
copy to Merchant

RECEIVED
FEB 4 1959
FOR FILING

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

FG-73( )

5411

S-2705-B

IN REPLY PLEASE REFER TO

February 2, 1959

911/323

VIA AIR MAIL

Mr. G. S. Paxson (2)
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

This refers to recent telephone conversation between you and our Mr. Kruttschnitt in connection with plans you submitted previously for construction of the Votaw Undercrossing between Sherwood and Rex Hill.

Shortly after January 13 Mr. L. R. Smith relayed to you comments which originated in this office in which we objected to the type of design shown for the abutments and to the use of diaphragms between wingwalls. We also requested that the 36" WF beams be increased. A set of your drawings was returned to you at that time with other corrections indicated thereon.

As a result of your telephone request, we have restudied this design and will approve its use if the following changes in the abutments and wingwalls are incorporated:

(1) The wingwalls should be tied to the abutments with wall reinforcing steel to extend into the abutments.

(2) The thickness of the diaphragms should be increased from 9" to 12".

(3) The abutment section should be increased at the bottom to approximately 5 ft. in width with the rear face on a batter of 7/8" in 1".

(4) The vertical reinforcing at the bottom and rear face of

2-5-59
Marked plans as [illegible]

NOTED
G. S. PAXSON

abutments to be No. 11 bars at 6". Other vertical steel in rear face to be increased accordingly.

One set of your reduced scale plans is enclosed herewith with these and other corrections shown in red.

If you will revise your plans to include the above changes and those shown on the larger plans previously returned to you by Mr. Smith, and submit revised plans to us, they will be approved.

Yours truly,

Enc.

RECEIVED
FEB 2 1959
FOR FILING

FG-73:(6)

5411

Salem, Oregon
January 30, 1959

Votaw Undercrossing

Mr. Ivan D. Merchant

Herewith a letter from L. R. Smith, Superintendent, Southern Pacific Company, and details of cost for railroad reimbursement work at the Votaw Undercrossing. Will you please examine this and reduce it to a list of items and costs such as normally are included in railroad-state agreements.

I note that they have an item of temporary track in this cost. I am puzzled as to why any temporary trackage is necessary.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams

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JAN 21 1959
FOR FILING
FG-73(16)
5411

When replying, refer to:
08-35.5

January 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FG-73(16),
Vetaw Railroad Undercrossing
of the Pacific Highway -
Adjustment of Utility Lines

Dear Sir:

We are today approving the agreement, as evidenced by the exchange of letters between the State and the Western Union Telegraph Company dated July 9, 1958, covering adjustment of utility lines on the above project.

Authorization is hereby granted to proceed as of January 20, 1959, with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig to
Project

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FOR FILING
5411

FORM 2-128 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 15, 1959

Northwest Natural Gas Company
132 N. W. Flanders
Portland 9, Oregon

Re: Northwest Natural Gas Company
Gas Line Adjustment
Votaw Undercrossing Section
Pacific Highway West
Washington County

Gentlemen:

Bids on the above titled project will be received on January 20, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction. The work involved is as follows:

There is an existing line on the southeasterly side of the existing highway and must be relocated due to conflict with a bridge footing.

This existing pipe is on State highway right of way under the terms of Permit No. 1795, dated May 8, 1944, and on railroad property under the terms of an agreement signed on May 1, 1950 and on August 1, 1957. It will be the obligation of the Highway Commission to reimburse you on a pro rata share of the cost of this revision based upon the proportion which is outside of the State highway right of way under the terms of Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. Warren E. Mueller, 703 Deskins Street, Newberg, who is resident engineer on the project.

Very truly yours,

NOTED

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe, Mr. G. S. Paxson, Mr. Ivan Merchant, Mr. A. G. Skelton,
Mr. Curtis Baker, Mr. Warren Mueller, Mr. B. P. Huntley & Mr. F. W. Farrar

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FOR FILING
FG 73(16)
5411

January 15, 1959

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
Votaw Undercrossing Section
Pacific Highway West
Washington County

Gentlemen:

Bids on the above titled project will be received on January 20, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction. This work is as follows:

There is an existing cable line along the northwesterly side of the existing highway and is on State highway right of way under the terms of Permit No. 866, dated September 23, 1937. This cable must be protected for it now goes through an existing box culvert (which will be removed) and relocated for the placing of a new bridge pier.

In view of the fact that this cable is on existing highway right of way, it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Warren E. Mueller, 730 Deskins, Newberg, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. A. G. Skelton
Mr. Warren E. Mueller
Mr. B. P. Huntley
Mr. F. W. Farrar

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FOR FILING

FG-73(16)

5411

When replying, refer to
08-35.6

January 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FG-73(16), Votaw Undercrossing of the Pacific Highway West. This approval is subject to your making any corrections or revisions which may be found necessary following a further review of the plans.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that an agreement has been executed with the Southern Pacific Railroad and that the design plans have been approved by the S.P.R.R.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to Project

NOTED
FORREST COOPER

A

RECEIVED
DEC 18 1958
FOR FILING

FH 73 (6)

411

December 17, 1958

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am attaching hereto a print from our map, Drawing 4B-21-25, and a form of deed under which the State would transfer to the Railroad Company the right of way for the revised alignment of your Newberg Branch at the site of the Votaw Undercrossing in Washington County. I am also attaching a description of that portion of your existing right of way which is to be transferred to the State in exchange for the new right of way on the revised alignment.

I would ask that you examine this deed and description of the property which the State is transferring to you and advise me of your approval. I am also asking that you prepare a deed transferring to the State that portion of the existing right of way that this new right of way replaces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
Attach.

cc Mr. W. M. Jaekle /w. encl.
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Mr. W. C. Williams
Mr. R. L. Porter
Mr. Ivan D. Merchant /w. encl.

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DEC 18 1958
FOR FILING
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411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1958

SUBJECT: Files Nos. 27612, 27697 and 29159
Southern Pacific Company
Votaw Undercrossing
Middleton-Rex Hill Section
Pacific Highway West
Washington County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward herewith for further handling two copies of the Bargain and Sale Deed covering transfer to the Southern Pacific Company of the new right of way to accommodate the relocation of the Southern Pacific tracks at Votaw.

It should be pointed out that we have reserved the right to "construct, operate and maintain a highway and its appurtenances through an undercrossing over, across and upon" the premises.

We have also included a waiver of access between Pacific Highway West and the small parcel of property conveyed by this instrument, our thinking being that safe access to the highway from this parcel was not feasible.

Attached also are several copies of a description of the highway right of way at the Votaw relocation.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

RECEIVED
DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1958

SUBJECT: Votaw Undercrossing
Middleton-Yamhill County Line Section
Pacific Highway West

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of a portion of R/W Map No. 4B-21-25 showing property to be exchanged with the Southern Pacific Railroad Company.

The description was submitted to the Right of Way Department, December 8, 1958.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

NOTED

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[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 17 1958
FOR FILING
FH-73(1b)
5411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 15, 1958
Salem Office

SUBJECT: Pux 289-Votaw U-Xing
S.P. Co. (Wash. Co.)

To: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan D. Merchant (6)
Mr. A. G. Skelton (2)

Please find attached hereto copy of Order No. 36404, issued by the Public Utilities Commissioner under date of December 11, 1958, relative to the matter of the application of the State of Oregon, by and through its State Highway Commission, to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company on Pacific Highway West, known as the Votaw Undercrossing project in Washington County, Oregon.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

[illegible]
FORREST COOPER

RECEIVED
DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Order #36404

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2634

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company on Pacific Highway West, known as the VOTAW UNDERCROSSING project, in Section 1, Township 3 South, Range 2 West, W.M., in Washington County, Oregon.	ORDER

The above entitled matter was duly heard on October 17, 1958, at 1:30 p.m., in the Washington County Court House at Hillsboro, Oregon, before Louis Greenberg, Examiner, and C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Robert A. Holland, Staff Attorney
Salem, Oregon
Representing Oregon State Highway Commission

James C. Ingwersen, Attorney
Portland, Oregon
Representing Southern Pacific Company

On August 5, 1958, the State of Oregon, by and through its State Highway Commission, (Applicant) filed an application for authority to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company (Railroad) on Pacific Highway West, in Washington County, Oregon, known as the VOTAW UNDERCROSSING project. This undercrossing is a part of the proposed construction of a four-lane divided highway between Middleton and the Yamhill County Line.

Section (B) of Paragraph VII on Page 3 of the application which reads: "Subject to reimbursement, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project" was amended at the time of hearing to read as follows: "Subject to reimbursement by contractor of proposed contract, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project."

In its answer, Railroad did not oppose the issuance of an order as prayed for in the application. However, at the hearing Railroad requested that a slight revision be made in the proposed relocation of its track and Applicant accordingly, by letter dated November 21, 1958, filed with the Commissioner revised drawings to be substituted for the drawings submitted with the application. No answer was filed by Washington County.

After due notice, the matter was set down for hearing at the time and place mentioned herein. The hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed four-lane divided highway, designated as Pacific Highway West, will carry an estimated average of 5,300 vehicles per day. Because of this heavy volume of traffic, a crossing of highway and railroad at common grade would be hazardous to rail and vehicle travel.

The undercrossing to be constructed as part of the revised highway will be located approximately one and one-half miles west of Sherwood and will involve the single main track of the Newberg Branch of Railroad.

The structure will have an over-all length of 160 feet 0 inches between centers of the outside piers, and will consist of three reenforced concrete and steel spans: Two having length between piers of 56 feet, and the one in the center a length of 48 feet. The construction will provide a ballasted deck and a clear width between the faces of handrails of 17 feet.

The proposed construction will require the relocation of the railroad track approximately 86 feet south of the present track. The centerline of the new track, which will be on tangent alignment for some distance on both sides of the highway, will intersect the centerline of the northbound lane of the highway at an angle of 61 degrees 34 minutes 06 seconds at railroad engineer's station 1025+88.81.

A vertical clearance of 15 feet 6 inches on the northbound lane and 15 feet 3 inches on the southbound lane will be provided for the highway beneath the structure. It is not anticipated that during construction there will be any impairment of horizontal or vertical clearances in violation of Commissioner's Order No. 33700.

After completion of the sub-grade and the construction of the new track, the old track will be vacated and the rails, ties and fittings removed therefrom.

The highway at the point of crossing beneath the railroad is on an ascending grade of 3.56 per cent northward, and the tracks in the vicinity of the under-crossing structure are on an ascending grade of 1.0 per cent westward.

Oregon State Highway Commission proposes to award contract or contracts for and supervise the construction of the proposed project entailing the following work:

1. Construction of a new embankment for the revised location of the railroad;

2. Construction of a railroad structure over the highway;

3. Removing and salvaging, for its own use and benefit, the existing railroad structure over the existing highway;

4. Construction of the new highway with its appurtenances and facilities.

Applicant further proposes to finance the construction of the project from State and Federal highway funds without participation therein from funds of Railroad, and will reimburse Railroad for all necessary expenses incurred in connection with the project which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

Applicant proposes, subject to reimbursement as above stated, that Railroad make such revisions of existing communication and signal lines as may be necessary; move and reinstall such right of way fences as may be required; place track, ties and ballast on the new railroad alignment between railroad stations 1019+47.55 and 1030+40.7; remove track, ties and fittings over the portion of existing railroad which is to be vacated and give State proper salvage credit therefor.

After completion of the project, Railroad will maintain its railroad line with its appurtenances and facilities on the revised location, together with the structure to be built over the highway, and Applicant will maintain the new highway with its appurtenances and facilities.

From the foregoing, it is concluded that an undercrossing structure at this location as part of the proposed realignment of Pacific Highway West will cause no undue hazard to rail operation, but will, in fact, provide a safe and satisfactory crossing of railroad and highway, is in the public interest, and the application should be granted. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company on Pacific Highway West, known as the VOTAW UNDERCROSSING project, in Section 1, Township 3 South, Range 2 West, Willamette Meridian, in Washington County, Oregon, is granted; and it is further

ORDERED that the proposed structure shall be constructed in a good and workmanlike manner, in accordance with modern accepted engineering practices, and in conformity as to location, elevation, angle of crossing, grade and general design with revised plans and profile submitted by letter of Oregon State Highway Commission dated November 21, 1958; and it is further

ORDERED that Oregon State Highway Commission shall award contract or contracts for and supervise the construction of the project, which shall include the following:

1. Construction of a new embankment for the revised location of the railroad;
2. Construction of a railroad structure over the highway;
3. Removing and salvaging, for its own use and benefit, the existing railroad structure over the existing highway;
4. Construction of the new highway with its appurtenances and facilities;

and it is further

ORDERED that Oregon State Highway Commission shall finance the construction of the project as above outlined from State and Federal highway funds without participation therein from funds of Southern Pacific Company; and shall reimburse Southern Pacific Company for all expenses incurred by it in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto, such as:

Removing, revising or reinstalling existing communication systems, signal lines and right of way fences;

Placing of ballast, ties, rails, etc. on the new railroad alignment extending from railroad station 1019+47.55 to 1030+40.7 after the subgrade is constructed;

Removing at the proper time rails, ties and fittings over the portion of existing railroad which is to be vacated;

and it is further

ORDERED that Southern Pacific Company shall, after removal of the rails, ties and fittings above referred to, give Oregon State Highway Commission proper salvage credit therefrom under the terms of said Policy and Procedure Memorandum No. 30-3 and its amendments and supplements; and it is further

ORDERED that Southern Pacific Company shall be reimbursed by Oregon State Highway Commission, under such arrangements as may be mutually agreed upon, for the furnishing of such flagman, watchman and engineering inspection services as may be necessary and required to safeguard railroad operations during the construction of the project; and it is further

ORDERED that, upon completion, Oregon State Highway Commission shall, at its own expense, maintain its highways and facilities thereof beneath the structure; and Southern Pacific Company shall, at its own expense, maintain the undercrossing structure, together with its railroad line and appurtenances thereto; and it is further

ORDERED that the designation P-755.4-B hereby is assigned to the undercrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this **11th** day of December, 1958.

HOWARD MORGAN

Public Utility Commissioner

(OFFICIAL SEAL)

RECEIVED

FOR FILING

PUX-(16)

5411

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1958

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 289-Votaw U-Xing - S.P. Co.
Washington County

Dear Sir:

At the hearing on the above-entitled matter Southern Pacific Company requested that a slight revision be made in the proposed relocation of the railroad.

This change has been made and I am enclosing herewith four prints of revised drawing for substitution for the drawings submitted with the petition. Two copies of the prints are for service upon Southern Pacific Company and one copy thereof for service on Washington County.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. A. G. Skelton

NOTED
G. S. PAXSON

RECEIVED
NOV 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 3 1958
FOR FILING
7G-73(16)
5411

Salem, Oregon
October 27, 1958

Middleton-Yamhill County Line
Section of US99W at Votaw

Mr. Tom Edwards

I am attaching a print of Southern Pacific Company's Drawing P16407D which shows the line change to be used at the underpass of their Newberg Branch on the Middleton-Yamhill County Line Section of US99W at Votaw.

Under our arrangement with the Southern Pacific Company we are to turn over to them the new right of way as shown on the map and receive from them those portions of their old right of way which are outside the boundary of the right of way for the new line. Will you please have this run out in the field and descriptions prepared for the right of way which we are to deed to the Southern Pacific Company and also make arrangements for the purchase of any of this right of way that we do not now own.

The Southern Pacific Company advise that the P.I. for the curves at each end of the railroad project have been set and that their field engineers will show us where they are.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. Ivan D. Merchant

FORM E-123-X 25M 5-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

FB 73(16)

5411

August 5, 1958

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 239-Votaw U-Xing - S.P. Co.
Washington County

Dear Sir:

Herewith I hand you original signed copy and three duplicate copies of petition of the State Highway Commission in the above entitled cause and matter.

Two of the copies are for service upon Southern Pacific Company and one copy is for service upon Washington County in the event that you wish to make the county a party.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓ - with copy of petition & exhibits
Mr. G. S. Paxson - " " " " " "
Mr. Ivan D. Marchant - " " " " " "
Mr. A. G. Skelton - " " " " " "
Mr. L. I. Lindas - " " " "

[illegible] D
[illegible] COOPER

RECEIVED
AUG 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 289

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, to construct an undercrossing structure under the tracks and across the right of way of Southern Pacific Company on Pacific Highway West, known as the VOTAW UNDERCROSSING project, in Section 1, Township 3 South, Range 2 West, W.M., in Washington County, Oregon.

PETITION

No._________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That the petitioner proposes the construction of a four-lane divided highway between Middleton and the Yamhill County line and that in connection therewith it will be necessary to construct a revised undercrossing under the tracks and across the right of way of Southern Pacific Company as shown on plans for the Middleton-Yamhill County Line Section and Bridge Drawing 4945A-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the said proposed undercrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at said point would not be in the interests of safety either on the highway or on the railroad.

V

That the estimated daily traffic under the proposed structure will be a total of 5,300 vehicles per day divided approximately equally on each section of the divided four-lane highway and that the average daily traffic on the railroad over the highway will be four trains per day.

VI

That the highway grade approaching the undercrossing structure from each side will be on a gradient of 3.56 percent and that the grade upon the railroad from each direction will be on a gradient of 1.00 percent.

VII

That the petitioner proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed project and supervise the construction thereof, which contract or contracts shall include the following:

1. Construct a new embankment for a revised location of the railroad.
2. Construct a railroad structure over the highway.
3. Remove and salvage for its own use and benefit the existing railroad structure over the existing highway.
4. Construct the new highway with its appurtenances and facilities and thereafter maintain the same.

(b) Finance the construction of the project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement, make such revisions of existing communication systems as may be required.

(b) Subject to reimbursement, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement, move and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Subject to reimbursement, place track, ties and ballast on the new railroad alignment extending from railroad station 1019+47.55 to 1030+40.7.

(e) Subject to reimbursement, remove track, ties and fittings over the portion of existing railroad which is to be vacated and give State proper salvage credit therefrom under the terms of Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads Administration and amendments thereof and supplements thereto.

(f) Maintain the railroad line with its appurtenances and facilities on the revised location, including the maintenance of the structure proposed to be built over the highway.

VIII

That it is not anticipated that during construction there will be any impairment of horizontal or vertical clearances in violation of Public Utilities Commissioner's Order No. 33700.

IX

That the proposed construction is in Section 1, Township 3 South, Range 2 West, W.M., in Washington County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction in accordance herewith and for such other and further order or orders as may be proper in the premises.

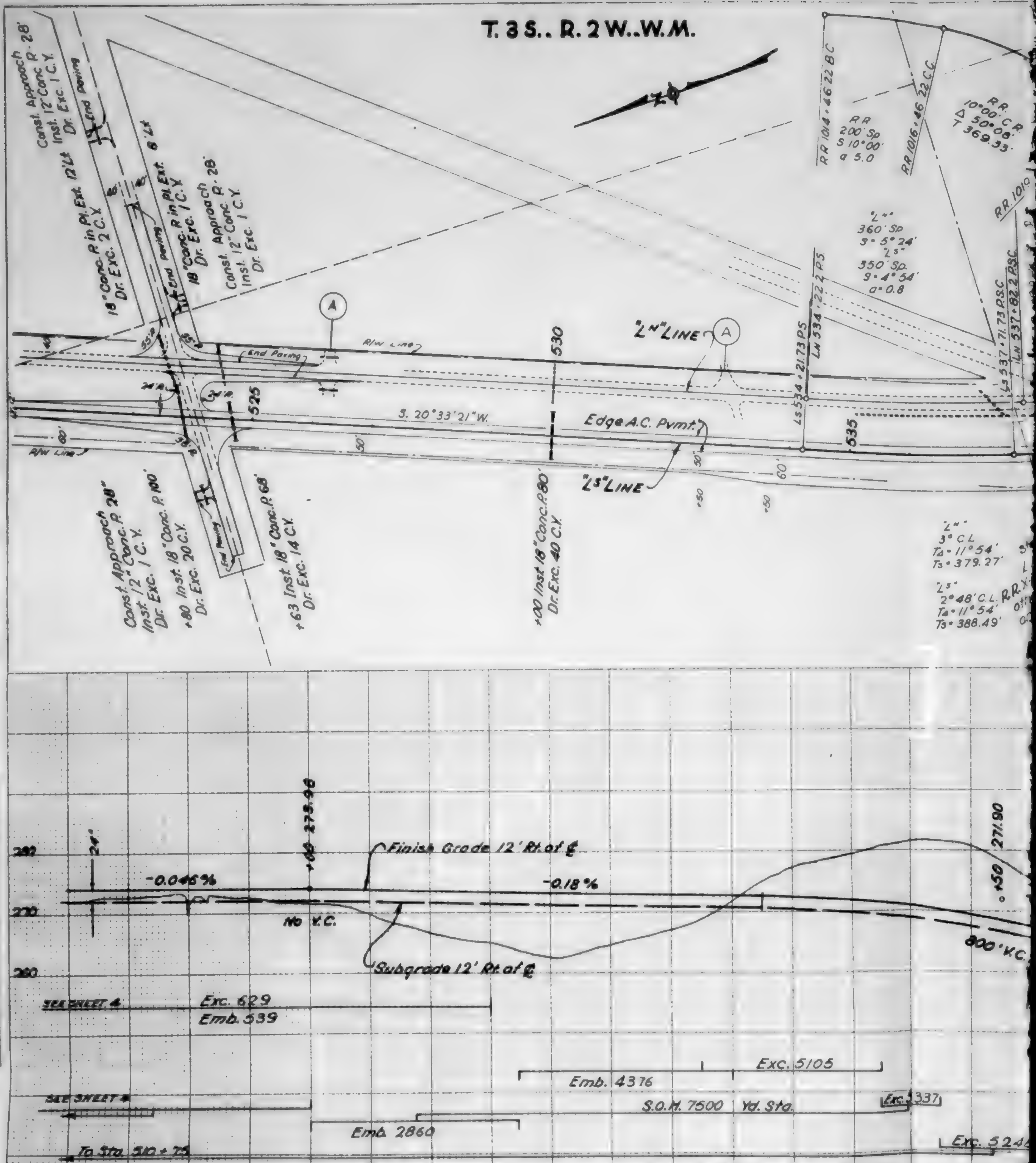
Dated at Salem, Oregon, this 1st day of August, 1958.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

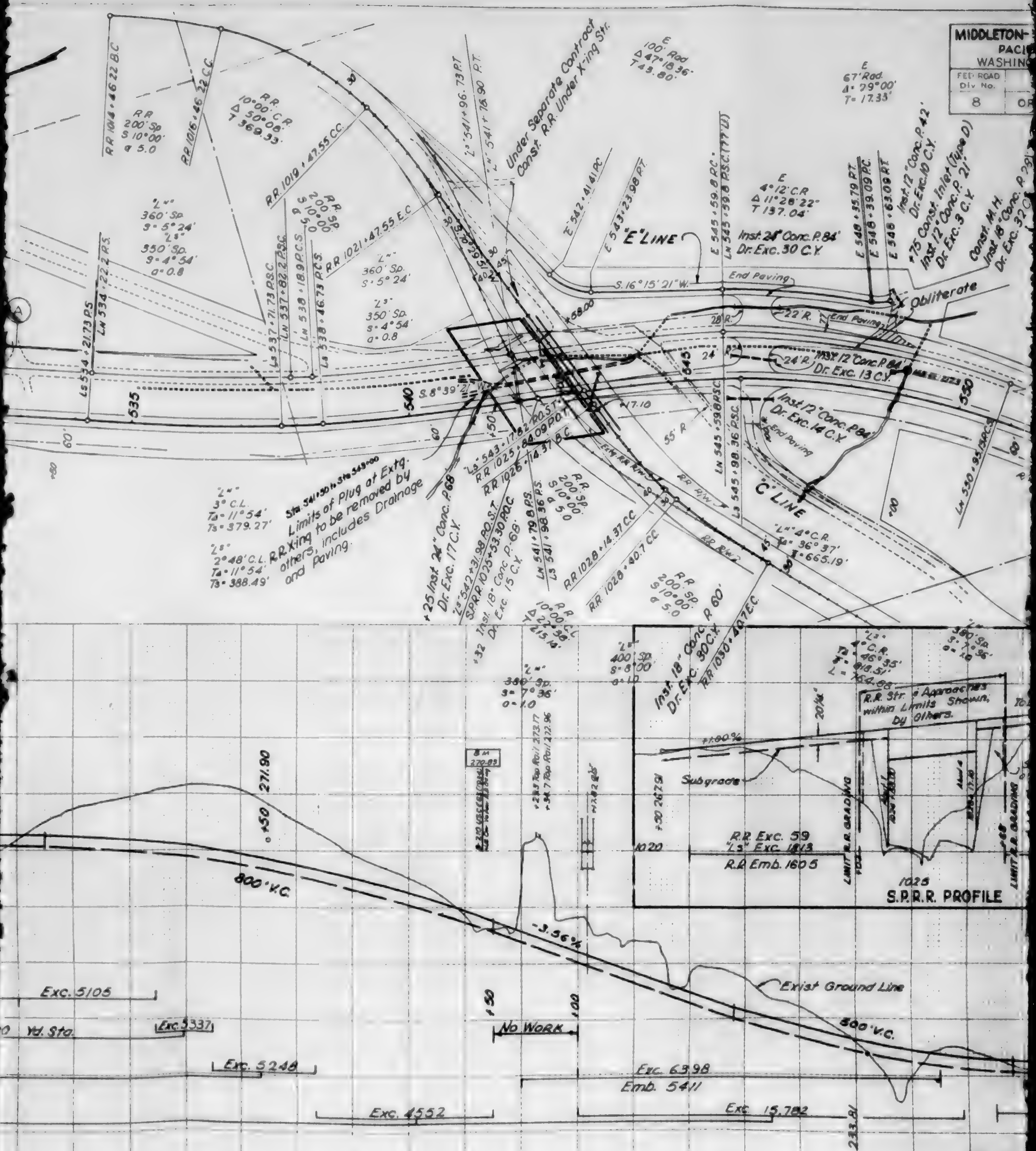
By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

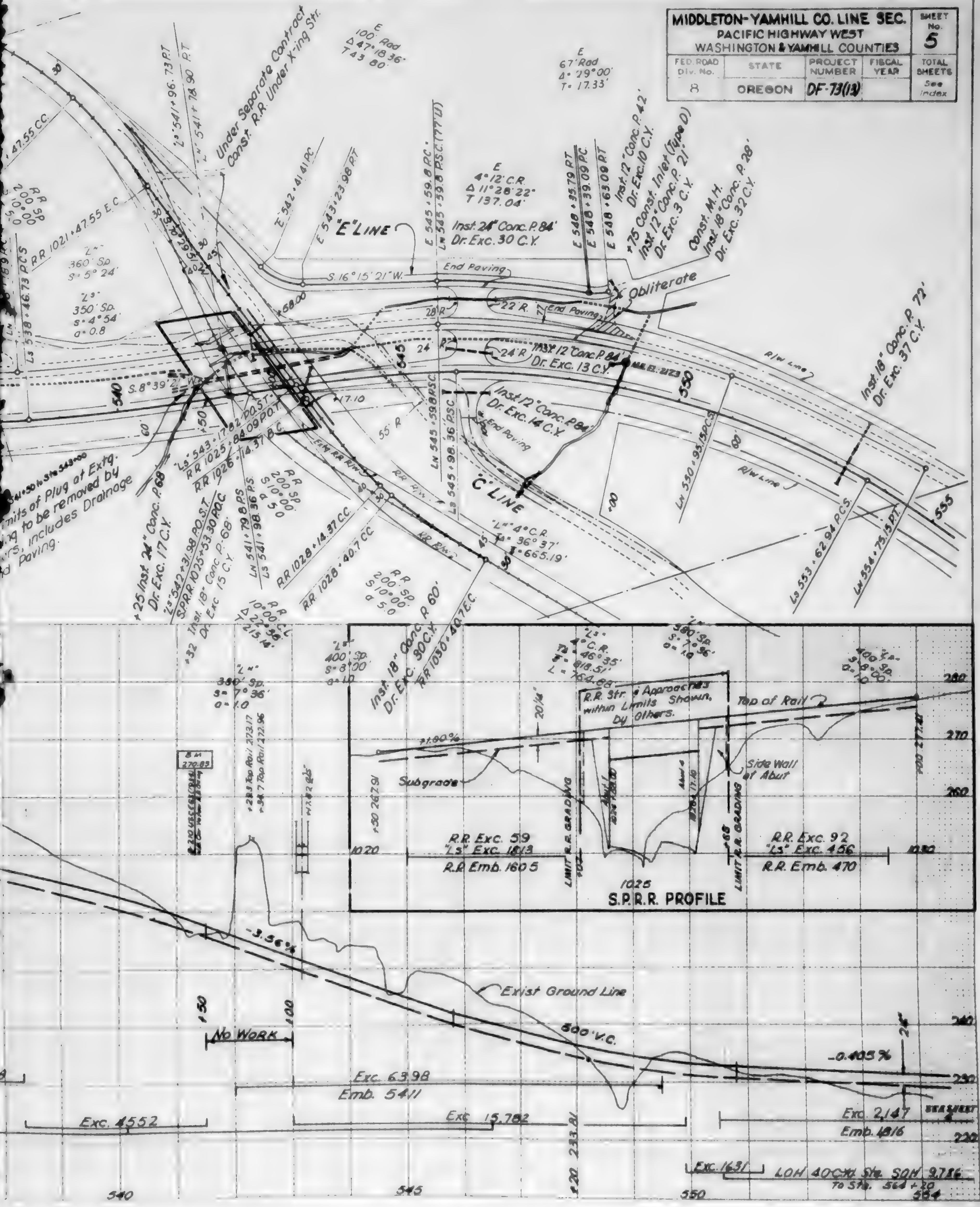
T. 3 S., R. 2 W., W.M.


Const. Approach R. 28'
Inst. 12" Conc. R. 12' Lt.
Dr. Exc. 1 C.Y.
End Paving
18" Conc. R in Pl. Ext. 12' Lt.
Dr. Exc. 2 C.Y.
18" Conc. R in Pl. Ext. 8' Lt.
Dr. Exc. 1 C.Y.
Const. Approach R. 28'
Inst. 12" Conc. R.
Dr. Exc. 1 C.Y.
A
R/W Line
End Paving
55' R.
25' R.
24' R.
24' R.
525
530
535
S. 20°33'21" W.
60'
50'
R/W Line
"LN" LINE
A
Edge A.C. Pvmt.
"LS" LINE
+50
+50
60'
Const. Approach R 28'
Inst. 12" Conc. R.
Dr. Exc. 1 C.Y.
+80 Inst. 18" Conc. R 100'
Dr. Exc. 20 C.Y.
+63 Inst. 18" Conc. R 68'
Dr. Exc. 14 C.Y.
+00 Inst. 18" Conc. R 80'
Dr. Exc. 40 C.Y.
RR 1014+46.22 BC
RR 1016+46.22 CC
RR 200' Sp. S 10°00' a 5.0
RR 10°00' C.R. Δ 50°08' T 369.33'
RR 1010
"LN" 360' Sp. θ = 5°24'
"LS" 350' Sp. θ = 4°54' a = 0.8
LS 534+21.73 PS
LN 534+22.2 PS
LS 537+71.73 PSC
LN 537+82.2 PSC
"LN" 3° CL TΔ = 11°54' Ts = 379.27'
"LS" 2°48' C.L. TΔ = 11°54' Ts = 388.49'
R.R.X.
280
270
260
24"
+00 273.90
-0.046%
-0.18%
Finish Grade 12' Rt. of ℄
No V.C.
Subgrade 12' Rt. of ℄
+50 271.90
800' V.C.
SEE SHEET 4
Exc. 629
Emb. 539
Exc. 5105
Emb. 4376
S.O.H. 7500 Yd. Sta.
Exc. 5337
SEE SHEET 4
Emb. 2860
To Sta. 510+75
Exc. 5246
To Sta. 503+00
522
525
530
535
FINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.
AREA
ORIGINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.
AREAS
BY
DATE

MIDDLETON-
PACI
WASHING

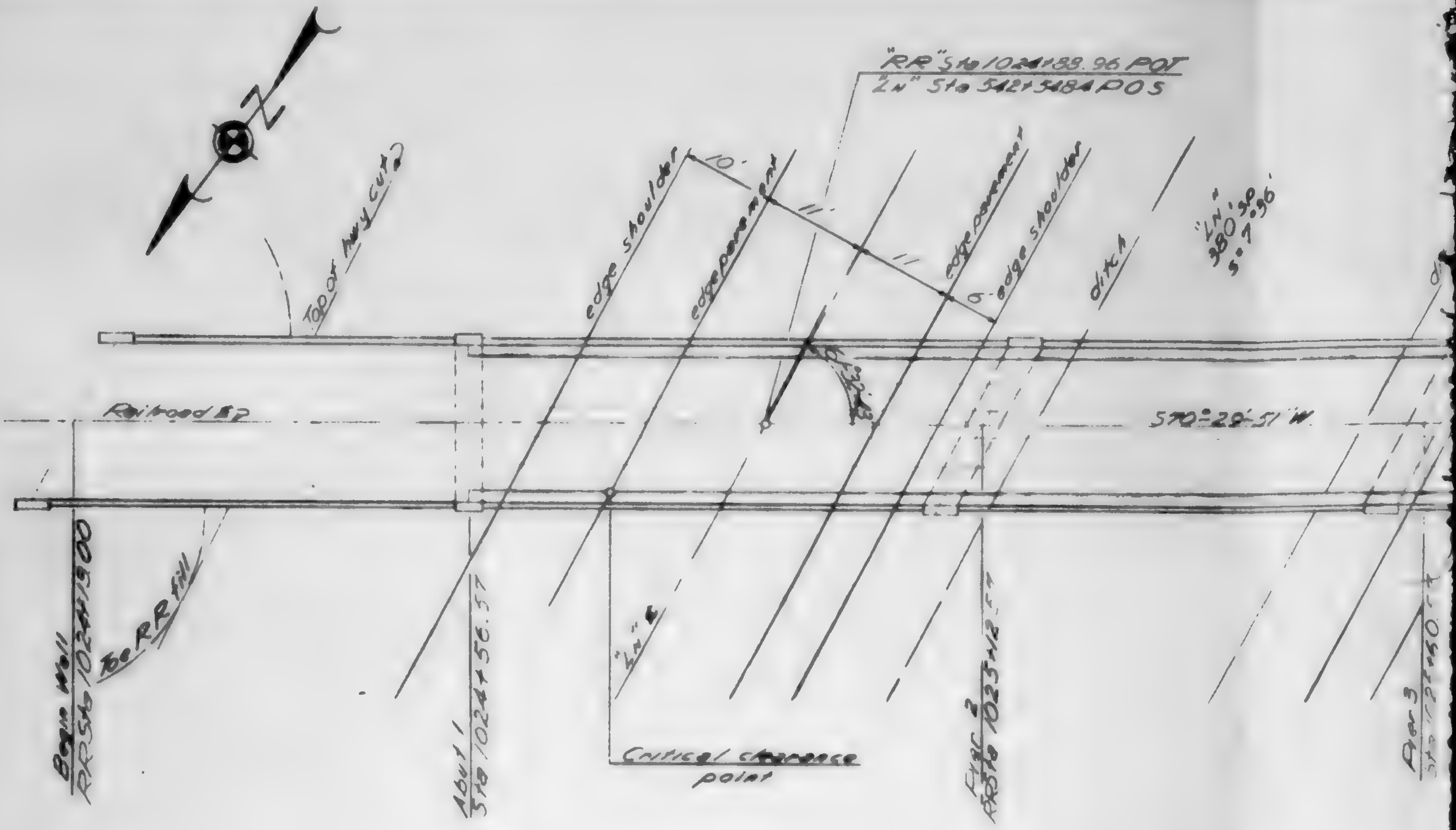
FED. ROAD DIV. No.	
8	OR


"E" LINE
"C" LINE
S.16°15'21"W.
S.8°39'21"W.
End Paving
Obliterate
Under Separate Contract Const. R.R. Under X-ing Str.
Sta 541+50 to Sta 543+00 Limits of Plug at Extg. R.R. Xing to be removed by others, includes Drainage and Paving.
E 100' Rad. Δ 47°18'36" T 43.80'
E 67' Rad. Δ 29°00' T 17.33'
E 4°12' C.R. Δ 11°28'22" T 137.04'
R.R. 10°00' C.R. Δ 50°08' T 369.33
R.R. 200' Sp. S 10°00' a 5.0
"L" 360' Sp. S 5°24'
"Ls" 350' Sp. S 4°54' a 0.8
"L" 3° C.L. Ta 11°54' Ts 379.27'
"Ls" 2°48' C.L. Ta 11°54' Ts 388.49'
"L" 4° C.R. Δ 36°37' T 665.19'
R.R. 1014+46.22 B.C.
R.R. 1016+46.22 C.C.
R.R. 1019+47.55 C.C.
R.R. 1021+47.55 E.C.
R.R. 1028+14.37 C.C.
R.R. 1028+40.7 C.C.
R.R. 1030+40.7 E.C.
Ls 534+21.73 P.S.
Ln 534+22.2 P.S.
Ls 537+71.73 P.S.C.
Ln 537+82.2 P.S.C.
Ln 538+18.9 P.C.S.
Ls 538+46.73 P.C.S.
Ln 541+79.8 P.S.
Ls 541+98.36 P.S.
E 542+41.41 P.C.
E 543+23.98 P.T.
E 545+59.8 P.C.
Ln 545+59.8 P.S.C. ("E")
E 548+35.79 P.T.
E 548+39.09 P.C.
E 548+63.09 P.T.
Ln 545+59.8 P.S.C.
Ls 545+98.36 P.S.C.
Ln 550+95.13 P.C.S.
"L" 541+96.73 P.T.
"L" 541+78.90 P.T.
Inst. 24" Conc. P.84' Dr. Exc. 30 C.Y.
Inst. 12" Conc. P.42' Dr. Exc. 10 C.Y.
75 Const. Inlet (Type D) Inst. 12" Conc. P. 21' Dr. Exc. 3 C.Y.
Const. M.H. Inst. 18" Conc. P. 28' Dr. Exc. 32 C.Y.
Inst. 12" Conc. P. 84' Dr. Exc. 13 C.Y.
Inst. 12" Conc. P. 84' Dr. Exc. 14 C.Y.
+25 Inst. 24" Conc. P. 68' Dr. Exc. 17 C.Y.
+32 Inst. 18" Conc. P. 68' Dr. Exc. 15 C.Y.
Inst. 18" Conc. P. 60' Dr. Exc. 30 C.Y.
Ls 543+17.82 P.O.S.T.
R.R. 1025+84.09 P.O.T.
R.R. 1026+14.37 B.C.
Ls 542+31.98 P.O.S.T.
S.P.R.R. 1025+53.30 P.O.C.
R.R. 10°00' C.L. Δ 22°38' T 115.14'
22'R. 24'R. 28'R. 55'R.
R.R. R/W
535
540
545
550
60'
"L" 380' Sp. S 7°36' a 1.0
"Ls" 400' Sp. S 8°00 a 1.0
"Ls" 4° C.R. 46°35' 918.51' 764.88
R.R. Str. & Approaches within Limits Shown, by Others.
Subgrade
+1.00%
R.R. Exc. 59
"Ls" Exc. 1813
R.R. Emb. 1605
LIMIT R.R. GRADING
1020
1025
S.P.R.R. PROFILE
B.M. 270.85
+24.3 Top Rail 273.17
+34.7 Top Rail 272.96
271.90
+50
800' V.C.
-3.56%
Exist Ground Line
Exc. 5105
Yd. Sta.
Exc. 5337
No Work
Exc. 5248
Exc. 6398
Emb. 5411
Exc. 4552
Exc. 15,782
+20 233.81
Exc. 1631
533
540
545
550



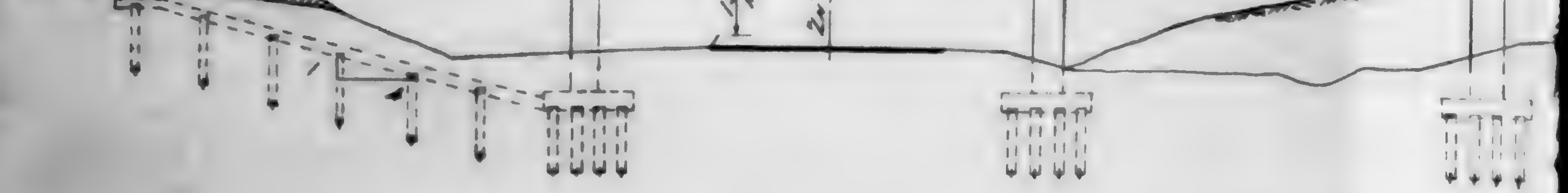
MIDDLETON-YAMHILL CO. LINE SEC. PACIFIC HIGHWAY WEST WASHINGTON & YAMHILL COUNTIES				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF-73(13)		See Index

Under Separate Contract
Const. R.R. Under X-ing Str.
"L" 541+96.73 P.T.
"L" 541+78.90 P.T.
E 100' Rad Δ 47°18'36" T 43.80'
E 67' Rad Δ = 29°00' T = 17.33'
+47.55 C.C.
R.R. 200' Sp. S 10°00' a 5.0
R.R. 1021+47.55 E.C.
Ls 538+46.73 P.C.S.
"L" 360' Sp. S = 5°24'
"L" 350' Sp. S = 4°54' a = 0.8
E 542+41.41 P.C.
E 543+23.98 P.T.
"E" LINE
S. 16°15'21" W.
E 545+59.8 P.C.
Ln 545+59.8 P.S.C. ("T" LI)
E 4°12' C.R. Δ 11°28'22" T 137.04'
Inst. 24" Conc. P. 84'
Dr. Exc. 30 C.Y.
End Paving
E 548+35.79 P.T.
E 548+39.09 P.C.
E 548+63.09 P.T.
Inst. 12" Conc. P. 42'
Dr. Exc. 10 C.Y.
+75 Const. Inlet (Type D)
Inst. 12" Conc. P. 21'
Dr. Exc. 3 C.Y.
Const. M.H.
Inst. 18" Conc. P. 28'
Dr. Exc. 32 C.Y.
Obliterate
22' R.
28' R.
End Paving
24' R.
24' R.
Inst. 12" Conc. P. 84'
Dr. Exc. 13 C.Y.
MH El. 212.3
550
R/W Line
Inst. 18" Conc. P. 72'
Dr. Exc. 37 C.Y.
+58.00
30
45
540
S. 8°39'21" W.
545
+17.10
+50
60'
55' R
Ln 545+59.8 P.S.C.
Ls 545+98.36 P.S.C.
Inst. 12" Conc. P. 84'
Dr. Exc. 14 C.Y.
End Paving
"C" LINE
Extg. R.R. R/W
R.R. R/W
+00
+80
R/W Line
Ln 550+95.15 P.C.S.
555
Ls 553+62.94 P.C.S.
Ln 554+73.15 P.T.
"Ls" 543+17.82 P.O.S.T.
R.R. 1025+84.09 P.O.T.
R.R. 1026+14.37 B.C.
Sta. 541+50 to Sta. 543+00
Limits of Plug at Extg.
Crossing to be removed by
Others, includes Drainage
and Paving.
+25 Inst. 24" Conc. P. 68'
Dr. Exc. 17 C.Y.
"Ls" 542+31.98 P.O.S.T.
S.P.R.R. 1025+53.30 P.O.C.
+32 Inst. 18" Conc. P. 68'
Dr. Exc. 15 C.Y.
Ln 541+79.8 P.S.
Ls 541+98.36 P.S.
R.R. 200' Sp. S 10°00' a 5.0
R.R. 1028+14.37 C.C.
R.R. 1028+40.7 C.C.
R.R. 200' Sp. S 10°00' a 5.0
R.R. 10°00' C.L. Δ 22°36' T 215.14'
"L" 4° C.R. Δ = 36°37' T = 665.19'
Inst. 18" Conc. P. 60'
Dr. Exc. 30 C.Y.
R.R. 1030+40.7 E.C.
"Ls" 400' Sp. S = 8°00' a = 1.0
"L" 380' Sp. S = 7°36' a = 1.0
"Ls" 4° C.R. Δ = 46°35' T = 818.51' L = 764.88'
"L" 380' Sp. S = 7°36' a = 1.0
"Ls" 400' Sp. S = 8°00' a = 1.0
R.R. Str. & Approaches within Limits Shown, by Others.
Top of Rail
+1.00%
20¼"
Subgrade
Side Wall of Abut
+50 267.91
Limit R.R. Grading
Abut 1
Abut 2
Limit R.R. Grading
+88
R.R. Exc. 59
"Ls" Exc. 1813
R.R. Emb. 1605
R.R. Exc. 92
"Ls" Exc. 456
R.R. Emb. 470
1020
1025
1030
280
270
260
S.P.R.R. PROFILE
B.M. 270.89
Top Rail 273.17
Top Rail 272.96
-3.56%
Exist Ground Line
+50
+00
No Work
500' V.C.
-0.405%
24"
Exc. 6398
Emb. 5411
Exc. 4552
Exc. 15,782
+20 233.81
Exc. 2,147
Emb. 1816
See Sheet 6
Exc. 1631
LOH 40 C.Y. Sta. SOH 9,786
To Sta. 564+20
240
230
220
540
545
550
564


"RR" Sta 1024+88.96 POT
"LN" Sta 542+54.84 POS
10'
11'
11'
6'
edge shoulder
edge pavement
edge pavement
edge shoulder
ditch
"LN" 38°30' S°7'36'
Top of hwy cut
Railroad ℄
S70°29'51"W.
Begin Wall RR Sta 1024+13.00
Toe RR fill
Abut 1 Sta 1024+56.57
"LN" ℄
Critical clearance point
Pier 2 RR Sta 1023+12.57
Pier 3

PLAN

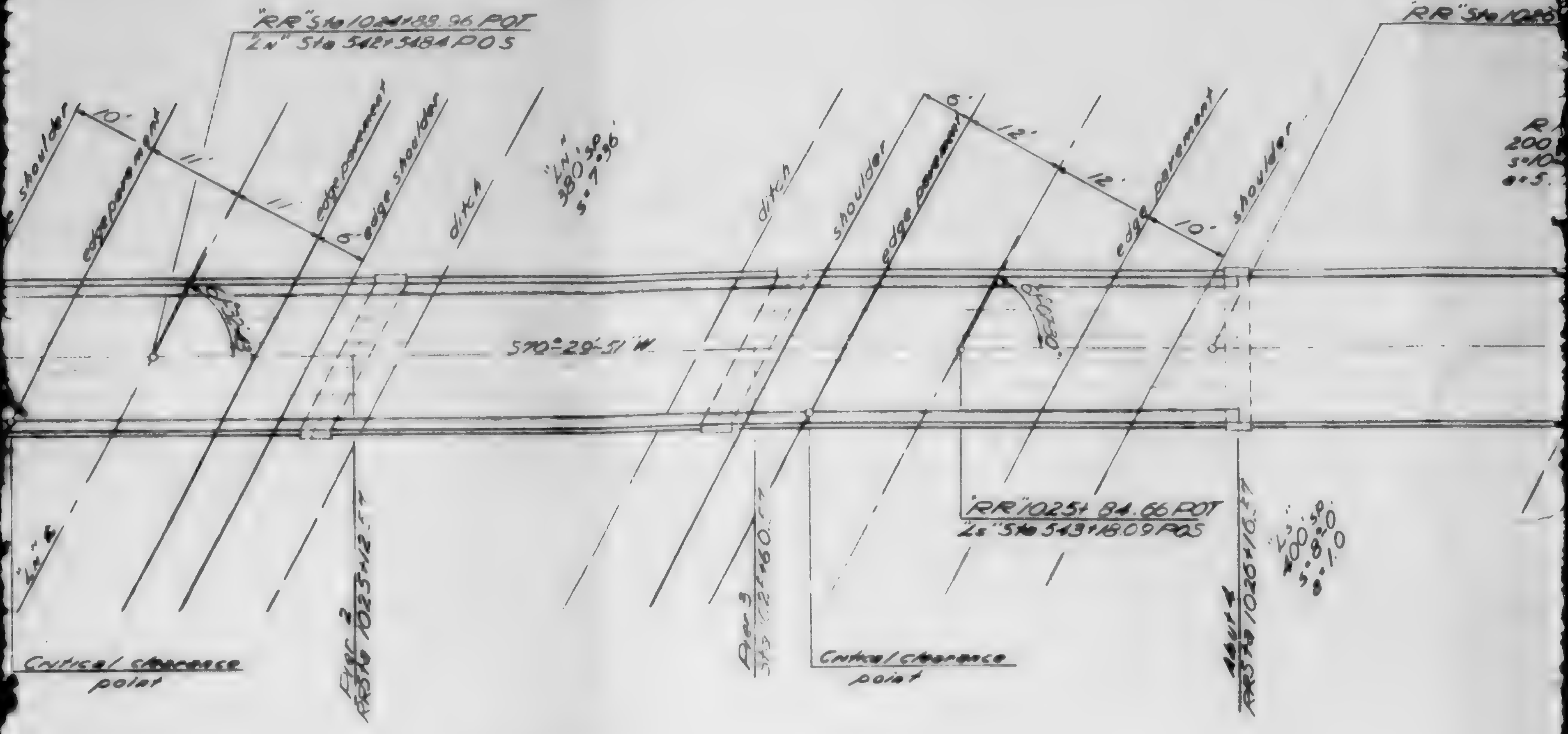
Scale 1"=10'-0"


160'-0"
Reinf. conc. tied walls
steel beam spans
56'-0"
℄ to ℄ Abuts on RR ℄
48'-0"
℄ to ℄ Piers on RR ℄
Top rail
Fill
15'-6" min
"LN" ℄

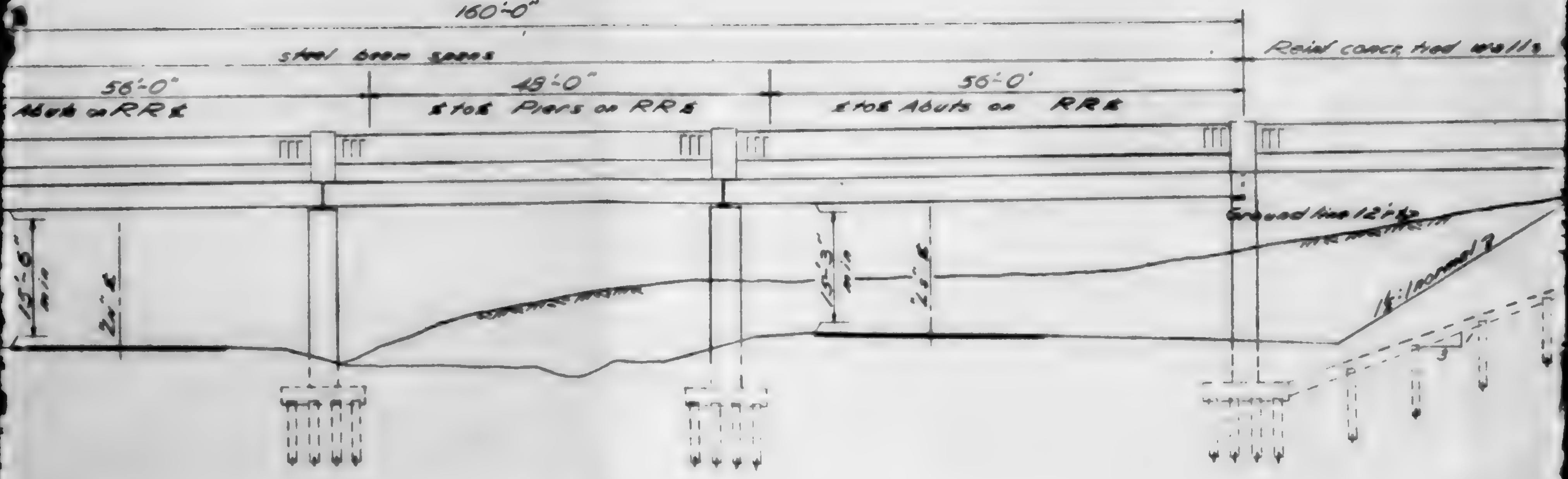
ELEVATION

Scale 1"=10'-0"

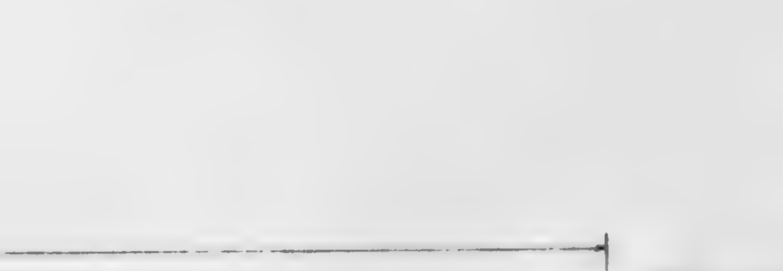
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"


"RR" Sta 1024+88.96 POT
"Ln" Sta 542+54.84 POS
shoulder
10'
edge pavement
11'
11'
edge pavement
6'
edge shoulder
ditch
"LN" 380'sp 5=7.96
S70°-29'-51"W.
"Ln" ℄
Critical clearance point
Pier 2 RR Sta 1023+12.57
ditch
Pier 3 Sta 1023+60.57
shoulder
edge pavement
6'
12'
12'
edge pavement
10'
shoulder
"RR" Sta 1026
"RR" 1025+84.66 POT
"Ls" Sta 543+18.09 POS
"Ls" 400'sp 5=8.0 e=1.0
Critical clearance point
Abut 4 RR Sta 1026+16.57
R
200
5=10
e=5.

PLAN
Scale 1"=10'-0"


160'-0"
steel beam spans
Reinf. concr. tied walls
56'-0"
Abuts on RR ℄
48'-0"
℄ to ℄ Piers on RR ℄
56'-0'
℄ to ℄ Abuts on RR ℄
15'-6" min
20' ℄
15'-3" min
20' ℄
Ground line 12' Rt
1½:1 (normal)
3

ELEVATION
Scale 1"=10'-0"


PS
PCS
12' Lt
12' Rt 0.54'
-2.95%
12' Lt
2.16'
12' Rt
400' sp
max super 0.09'/ft

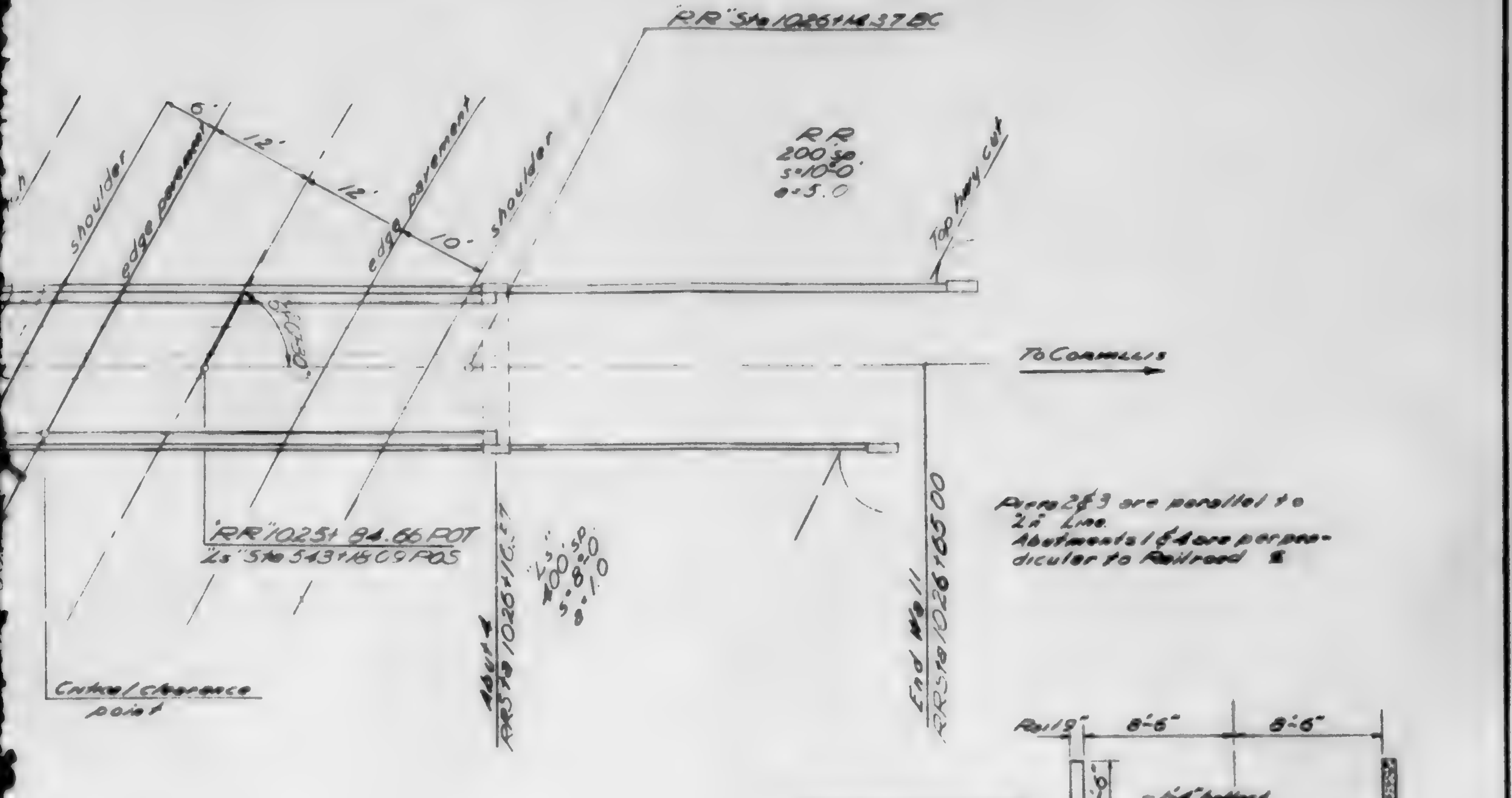
"L" LINE GRADE & SUPER DIAGRAM
No scale

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

APPROVED

DESIGNED

DRAWN



"RR" Sta 1026+14.37 BC
6'
12'
12'
10'
shoulder
edge pavement
edge pavement
shoulder
R.R.
200' sp
s=10°0'
e=5.0
Top hay cut
To Corvallis
"RR" 1025+84.66 POT
"Ls" Sta 543+15.09 POS
"Ls"
400' sp
s=8°0'
e=1.0
Abut 4
RR Sta 1026+16.27
End Wall
RR Sta 1026+65.00
Piers 2 & 3 are parallel to "L" Line.
Abutments 1 & 4 are perpendicular to Railroad ℄
Critical clearance point
Rail 9"
8'-6"
8'-6"
3'-0"
1'-4" ballast
Membrane and asphaltic sand mastic treatment of slab.
36" WF beams
Reinf. conc. tied walls
56'-0"
℄ to ℄ Abuts on RR℄
+1.00%
Ground line 12' rt
15'-3" min
Ground line 12' rt
1½:1 (normal ?)
12'
12'
8'
4'
4'
8'
℄
Profile Grade
Ballasting & Track Work to be done by others
Level
S1 16:1
S1 16:1
S1 1½:1

TYPICAL DECK SECTION

Scale 1" = 5'-0"

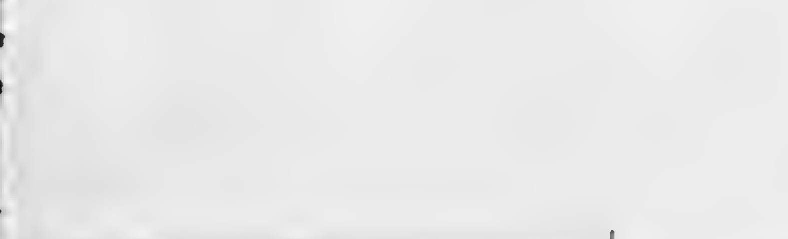
General notes:
Structure designed for Cooper E-60 loading

* Subgrade to be widened 1' for fills of more than 3' & less than 15'

** Subgrade to be widened 2' for fills of 15' & over

R.R. SECTION

Sta 1020+00 to Sta 1030+00



PS
PCS
12' Lt
12' Rt 0.58
-3.56%
12' Lt
2.10
12' Rt
400' sp
max super 0.09'/ft

"L" LINE GRADE & SUPER DIAGRAM

No scale

APPROVED:
Ivan D Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED
DRAWN L.L.H.
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

VOTAW UXING OF SPRR
MIDDLETON – YAMHILL COUNTY LINE SEC.
PACIFIC HWY. WEST
WASHINGTON COUNTY

PLAN & ELEVATION

DATE 6-30-58 BRIDGE NO. 4945A
SHEET ...... OF ......
ACCOMPANIED BY DWGS. ....
DRAWING NO. 4945A-A

I-80N-6(14) Deadmans Pass-Meacham Sec. 1959
227 of Old Ore. Tr. (Grading)
#5412

C&A
2023

RECEIVED
JAN 7 1963
FOR FILING

I

5412

January 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County, Contract 5412
Project No. I-80N-6(14)227

Attention: Mr. L. Jensen

Dear Sir:

This is to inform you that the certification that all payrolls had been submitted was received from Rogers Construction Company, April 24, 1961. The certification was forwarded at once to the B.P.R. and no copy was retained by the State.

We trust this will clear the project for final.

Very truly yours,

D. B. Parkes
Contract Payments Engineer

RECEIVED
AUG 1 1961
FOR FILING

[illegible]
5712

August 1, 1961

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5412 for grading the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County was completed by the contractor, Rogers Const. Co., on April 6, 1961, and was formally accepted by the Highway Commission on May 26, 1961

Final payment in the amount of $52,541.08 will be released to the contractor on or after August 8, 1961. The total contract amount is $1,612,449.51, of which amount $5,982.54 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1 01 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan Street
Portland 16
Oregon

RECEIVED
JUN 12 1961
FOR FILING
I-80N-6(14)229
5412

June 9, 1961

Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16
Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 9, 1961, had under discussion your request for an extension of time for 17 additional workdays from 200 days to 217 days within which to complete your contract #5412 without the assessment of liquidated damages, for grading the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

We are pleased to inform you that the Highway Commission granted you 15 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
John H. Walker
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Maison

RECEIVED
JUN 8 1961

FOR FILING

[illegible]

5412

June 8, 1961

Oregon State Highway Commission

Request for Extension of Time
No. 1
June 9, 1961 meeting

Gentlemen:

The contractor on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, Contract No. 5412, has requested that his work time be extended 17 days from the specified time of 200 workdays to 217 workdays.

The contractor bases his request on the fact that it was necessary for him to subexcavate approximately one foot between Stations 745 and 837 in order to remove the unstable subgrade material. This required the excavation of some 30,000 cubic yards of material and a backfill of a like amount. Also, the subgrade elevation was raised one foot through this area and required an additional 30,000 cubic yards of select subgrade material; thus, a total of 90,000 cubic yards of additional material had to be moved requiring a total of 17 workdays.

This work constituted a change of plans and is therefore eligible for consideration for an extension of time.

While we believe that a total of 17 days could be justified, the contractor overran his time limit only 15 days. We therefore recommend an extension of time of 15 days on this contract without assessment of liquidated damages, subject to the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the June 9 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. Tom Edwards

CHB:fp fn

June 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Standard Insurance Building
477 Cottage Street, N.E.
Salem, Oregon

Re: Extension of Contract Time
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Project I-80N-6(14)227

Dear Sir:

Our contractor on this project has requested an extension of time from the specified time of 200 workdays to 217 workdays. We required that the contractor subexcavate approximately one foot between Stations 745 and 837, requiring the removal of some 30,000 cubic yards of unsuitable material. We then raised the subgrade one foot through this area so that the total backfill and extra select subgrade material totaled about 60,000 cubic yards. The total time required for the handling of this 90,000 cubic yards of material was 17 days.

This constituted a change of plans and thus under our specifications is a valid reason for the granting of an extension of time.

Since the contractor overran the contract time limit only 15 days, we hereby request your approval of an extension of 15 days without the assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn

RECEIVED
JUN 12 1961
FOR FILING
[illegible]
412

FORM CD-121
-59

UNITED ST[redacted]NMENT

Memorandum

[redacted]MENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: June 8, 1961

agenda Item 4-F

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Extension of Contract Time
Deadman's Pass-Meacham Section
Old Oregon Trail Highway
Project I-80N-6(14)227
Grading

We approve your request for the 15 day extension of time on subject project for the reasons stated in your letter, dated June 6, 1961.

NOTED
FORREST COOPER

RECEIVED
JUN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1961
FOR FILING
I-80N-6(14)227

5412

May 24, 1961

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Const. Co., on contract #5412 for grading the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

This payment, in the amount of $52,139.23, will be released to contractor on or after June 2, 1961. The retained percentage is $48,059.56.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.
11760 NE Glisan St.,
Portland 16, Oregon

I · V·6(14)227

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1961, 19

Section Deadmans Pass-Meacham
Kind of work Grading
Highway Old Ore. Trail County Umatilla
Section prefix 630-1071
Contractor Rogers Const. Co.
Contract number 5412
Date of contract February 17, 19 59
Specified work days 200
Date work started October 29, 19 58
Work days used 215
Project authorization . . . . . $ 1,892,095.31
Exclusive of engineering . . . . $ 1,757,546.31
Per cent of time elapsed 100%(15 days over limit) %
Estimated cost of completed project, exclusive of engineering . . . . $ 1,678,418.00
Estimated per cent ~~overrun or~~ underrun . . . 6.1 %
Per cent of contract completed, based on estimated cost . . . . 100 %
Engineering authorization $134,549.00
Engineering cost to date $ 98,385.90, 73.1 %
Date project was completed April 6, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this section was completed Monday of this week and was submitted to the La Grande Division Office Tuesday of this week.

CONSTRUCTION DIVISION
RECEIVED
MAY 15 1961
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED

Noted
W. N Juv.

Signed

Address Resident Engineer-Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.26	3.2 Mi. Frontage Roads & Detours		3.2 Mi. Frontage Roads & Detours	
Miles partially completed					
Miles completed	9.26	3.2		3.2	
Total estimated quantities (contract)	2,115,000 CY	36,300 Ton		2130 ton aggr. 180 ton asph.	
Total quantities corrected to date	2,110,374.7CY	38,280.194 ton		2584.900 ton aggr. 196.77 ton asph.	
Estimated quantities moved or placed to date	2,110,374.7CY	38,280.194 ton		2584.900 ton aggr. 196.77 ton asph.	
Average daily quantities This week	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	0	0		0	
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cool-Clear		
Tuesday	Overcast-Showers		
Wednesday	Windy-Showers		
Thursday	Overcast-Clear		
Friday	Overcast-Windy		
Saturday			

T

RECEIVED
APR 18 1961
FOR FILING

I-80N-6(14)227

5412

April 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 6, 1961, on Contract No. 5412, Deadmans Pass-Meacham Section, in Umatilla County, in connection with Federal Aid Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: C. G. Swanson

RECEIVED
FEB 24 1961
FOR FILING

I FN-6(14)227

5012

Salem, Oregon
February 24, 1961

Force Account Bills

Mr. A. G. Person
Division Engineer

Reference is made to Mr. C. D. Cannon's letter of February 20, 1961, regarding submission of payrolls in substantiation of force account bills.

The specification, referred to by Mr. Walker, requiring the contractor to submit weekly statements on flagging time was overlooked by Mr. Palmer of the Accounting Division. No change in the submission of payrolls supporting flagging time is to be made.

R. L. Porter
Office Engineer

DHP:jb

cc: C. H. Nelson

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 20, 1961

SUBJECT: Force Account bills

To:

Mr. R. L. Porter
Office Engineer
Salem

Herewith copy of a letter from Resident Engineer Walker, as well as a copy of Mr. C. Palmer's letter. This has to do with payrolls in substantiation of force account bills.

You will note that Mr. Palmer suggests that "on future force account please do not make separate labor force account invoices for each week". Since this is a matter of policy, or at least should be, we ask some further amplification. Should we, or should we not, do as suggested by Mr. Palmer?

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Encl.

cc: Mr. Tom Edwards
Mr. J. H. Walker
Mr. C. Palmer

COPY

To John H. Walker, Res. Eng.
Box 459 Pendleton, Ore.

RE:Contract 5412-Rogers
Date 2-16-61

On future force account, please do not make separate labor force account invoices for each week. Put them all on one invoice as it will save time in processing for payment because total wages will then have only one computation of taxes and insurance instead of one for each week.

Signed C. Palmer - Claims Section

PLEASE REPLY HERE

To
Date

Signed

NOTE - [illegible] YELLOW COPY. [illegible]

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
Feb. 17, 1961

SUBJECT:

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Re; Confirmemo as received on Force Account Bills

Attached find the original of a confirmemo which I received today from a C. Palmer- Claims Section of I suppose the Accounting Division.

According to this confirmemo , I assume that it is desired that the bills or invoices be submitted in a monthly form rather than weekly forms which is the way I have been handling them. Our proceedure has been to send the weekly bills which include payrolls, travel time and etc. in once a month along with our estimates of the contractors work for that month.

First, we do not make out these bills or invoices on the force account work. They are made out by the Contractor and submitted to the Engineer on a weekly basis.

Secondly, as shown on page 3 of the Additional Special Provisions for Federal-Aid Interstate Highway Project, which is enclosed in our copy of the Special Provisions for the Project, the following is stated.

"The flagging time in which the State is to participate on the basis above specified shall be reported to the Engineer weekly. The report for any week is to be in the hands of the Engineer before the end of the following week. Flagging time not so reported will be inelegible for State participation as to payment."

I assume that the confirmemo regers to flagging as that is the only force account work which we have done for some time. However the same rules apply to other types of this work such as signing and etc.

I suppose that we can make up a combined total of all of the weekly sheets of reports on one or two forms for the month however there is considerable detail involved in this. If this were to be done, would it be necessary to submit the Contractors weekly payrolls, travel time reports, equiptment reports and etc along with the summary or just how would be the proper method to handle this. Or Would we be in line to request the Contractor that along with the weekly reports that he also submit a monthly report summarizing the work done. Personnaly I would hesitate to ask the Contractor to do this as it is duplication.

As this will probably effect each Resident in the Division as well as myself, I am sending the data to you for clarification as to just how it should be handled.

I will have some time before we will have any more of this work so perhaps it can be discussed and we can be advised as to how it should be handled.

John H. Walker

John H. Walker
Resident Engineer

5412

Monthly Transaction No. RECEIVED AUG 21 1960	Form -2 (5-2 57)	**U.S. DEPARTMENT OF COMMERCE** **BUREAU OF PUBLIC ROADS**
Project Report No. FOR FILING I-80N-136 (14) 227 5412	**FEDERAL-AID PROJECT AGREEMENT**	State **Oregon** County **Umatilla** Project No. **I-80N-6(14)227**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
West end I-62(12), (New) I-83-6(6)224 to east end I-62(13), (New) I-82-6(7)237.
(Deadmans Pass-Meacham Section)

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	1.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 2,505,562	$ 2,309,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. C. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **August 22, 1960**

August 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Deadmans Pass-Meacham Section, Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

BNC:bb

August 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Deadmans Pass-Meacham Section, Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

EEC:bb

Federal Aid
Oregon State Highway Department Project No. I-80N-6(14)227

DEADMANS PASS-MEACHAM SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1960

Type Code 0010
Roadway (Private Lands)(Sta. 1132+40 thru Equa. 1135+50.08-404+05.55 to Sta. 426+75)(Sta. 424+45 to Sta. 896+00)(Contract 5412)

Clearing and Grubbing	All	Required (90%)		$180,000.00
Drainage Excavation, Unclassified	7,900	cu.yd.	$4.00	31,600.00
General Excavation, Unclassified	1,862,300	cu.yd.	0.47	875,281.00
Short Overhaul	6,068,400	yd.sta.	0.005	30,342.00
Long Overhaul	152,500	C-yd.sta.	0.30	45,750.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Rounding Cutbanks	100,000	lin.ft.	0.10	10,000.00
24-inch Concrete Pipe	40	lin.ft.	4.00	160.00
15-inch Corrugated Metal Pipe	5,390	lin.ft.	3.25	17,517.50
18-inch Corrugated Metal Pipe	4,400	lin.ft.	3.75	16,500.00
24-inch Corrugated Metal Pipe	730	lin.ft.	5.50	4,015.00
36-inch Corrugated Metal Pipe	1,900	lin.ft.	11.00	20,900.00
36-inch Corrugated Metal Pipe, 8 Gage	780	lin.ft.	16.00	12,480.00
36-inch Corrugated Metal Pipe, 10 Gage	590	lin.ft.	13.00	7,670.00
72-inch Corrugated Metal Pipe	300	lin.ft.	34.00	10,200.00
15-inch Culvert End Sections	48	only	22.00	1,056.00
18-inch Culvert End Sections	8	only	25.00	200.00
24-inch Elliptical Inlets	1	only	60.00	60.00
36-inch Elliptical Inlets	11	only	90.00	990.00
72-inch Elliptical Inlets	1	only	325.00	325.00
Concrete Inlets, Type "D"	5	only	75.00	375.00
Class "A" Concrete	900	cu.yd.	60.00	54,000.00
Metal Reinforcement	188,500	lb.	0.135	25,447.50
Metal Guard Rail	1,350	lin.ft.	3.00	4,050.00
Type 1 Fence	5,460	rod	5.25	28,665.00
Type 2 Fence	240	rod	7.00	1,680.00
16' x 48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	900.00	1,800.00
Coarse Crushed Material in Base	30,700	ton	1.75	53,725.00
3/4" - 0 Material in Base	5,600	ton	1.75	9,800.00
Sprinkling	2,800	M-gal.	2.00	5,600.00
Preparation of Base	All	Required		1,500.00
Furnishing and Placing Aggregates	2,130	ton	3.00	6,390.00
120-150 Asphalt	140	ton	49.00	6,860.00
RS-1 Asphalt	40	ton	54.00	2,160.00
				$1,469,999.00
Work by Eastern Oregon Electric Co-op.	All	Required		50,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		3,000.00
Seeding and Mulching	All	Required		10,000.00
Flagging (57½% of Contractor's Costs)	All	Required		2,500.00

Subtotal	$1,535,499.00
10% Engr. & Cont.	153,549.00
Total	$1,689,048.00

Length of Roadway - - - - - - 8.168 Miles
Cost of Roadway Per Mile- - - $206,788.44

Type Code 0010
Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45) (Contract 5412)

Clearing and Grubbing	All	Required (10%)		$ 20,000.00
Drainage Excavation, Unclassified	1,100	cu.yd.	$4.00	4,400.00
General Excavation, Unclassified	252,700	cu.yd.	0.47	118,769.00
Short Overhaul	571,600	yd.sta.	0.005	2,858.00
Long Overhaul	6,100	C-yd.sta.	0.30	1,830.00
Finishing Roadbed and Slopes	All	Required (10%)		300.00
15-inch Corrugated Metal Pipe	210	lin.ft.	3.25	682.50
18-inch Corrugated Metal Pipe	930	lin.ft.	3.75	3,487.50
24-inch Corrugated Metal Pipe	170	lin.ft.	5.50	935.00
36-inch Corrugated Metal Pipe, 10 Gage	340	lin.ft.	13.00	4,420.00
15-inch Culvert End Sections	2	only	22.00	44.00
18-inch Culvert End Sections	6	only	25.00	150.00
36-inch Elliptical Inlets	1	only	90.00	90.00
Concrete Inlets, Type "D"	1	only	75.00	75.00
Class "A" Concrete	300	cu.yd.	60.00	18,000.00
Metal Reinforcement	62,500	lb.	0.135	8,437.50
Type 1 Fence	740	rod	5.25	3,885.00
	Subtotal			$ 188,363.50
	10% Engr. & Cont.			18,836.35
	Total			$ 207,199.85

Length of Roadway - - - - - - 1.093 Miles
Cost of Roadway Per Mile- - - $189,569.85

Type Code X721
West Emigrant Park Interchange (Br. #8594)(Sta. 626+90)(Contract No. 5764)

Structural Excavation	310	cu.yd.	$4.00	$ 1,240.00
Structural Excavation Below Elevation Shown	15	cu.yd.	5.00	75.00
Furnish 10" HP 42# Steel Piling	210	lin.ft.	5.00	1,050.00
Drive Steel Piles	6	only	70.00	420.00
Splice Steel Piles	2	only	35.00	70.00
Class "A" Concrete (686 cu.yd.)	All	Required (35%)		51,275.00
Metal Reinforcement (170,000 lb.)	All	Required (35%)		21,000.00
8-inch Metal Drain Pipe	180	lin.ft.	4.00	720.00
Concrete Slab Riprap	250	sq.yd.	8.00	2,000.00
				$ 77,850.00

Type Code X721
East Emigrant Interchange (Br. #8612)(Sta. 685+30)(Contract No. 5764)

Structural Excavation	260 cu.yd.	$4.00	$ 1,040.00
Structural Excavation Below Elevation Shown	15 cu.yd.	5.00	75.00
Class "A" Concrete (807 cu.yd.)	All Required (40%)		58,600.00
Metal Reinforcement (207,600 lb.)	All Required (45%)		27,000.00
8-inch Metal Drain Pipe	300 lin.ft.	4.00	1,200.00
Concrete Slab Riprap	320 sq.yd.	8.00	2,560.00
			$ 90,475.00

Type Code X221
Meacham O'xing (Br. #8595)(Sta. 881+26 to Sta. 882+79)(Contract No. 5764)

Structural Excavation	200 cu.yd.	$4.00	$ 800.00
Structural Excavation Below Elevation Shown	15 cu.yd.	5.00	75.00
Furnish 10" BP 42# Steel Piling	915 lin.ft.	5.00	4,575.00
Drive Steel Piles	28 only	70.00	1,960.00
Splice Steel Piles	10 only	35.00	350.00
Class "A" Concrete (482 cu.yd.)	All Required (25%)		36,625.00
Metal Reinforcement (96,000 lb.)	All Required (20%)		12,000.00
51-ft. Prestressed Beams*	24 only	1,025.00	24,600.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
Concrete Slab Riprap	600 sq.yd.	8.00	4,800.00
			$ 86,225.00

* 51-ft. Prestressed Beam Quantities

Class "A-A" Concrete	7.42 cu.yd.
Metal Reinforcement	942 lb.
Prestressed Steel	630 lb.

ALTERNATE "B"

Type Code X981
Meacham Overcrossing (UPRR)(Sta. 836+93.63 to 841+18.63)(Bridge #8498)
(Contract No. 5703)

Shoring, Cribbing, etc.	All Required	$	$ 18,000.00
Structural Excavation	2,200 cu.yd.	6.00	13,200.00
Excavation Below Elevation Shown	150 cu.yd.	11.00	1,650.00
Furnish Steel Piling	1,400 lin.ft.	6.00	8,400.00
Drive Steel Piles	32 only	61.00	1,952.00
Splice Steel Piles	6 only	25.00	150.00
Class "A" Concrete (1,755 cu.yd.)	All Required		105,500.00
Metal Reinforcement (351,000 lb.)	All Required		38,000.00
50-ft. Prestressed Beams*	8 only	1,375.00	11,000.00
75-ft. Prestressed Beams*	40 only	2,062.50	82,500.00
Pipe Parapet Rail	1,700 lin.ft.	5.00	8,500.00
8-inch Metal Drain Pipe	250 lin.ft.	4.00	1,000.00
			$289,852.00

* Prestressed Beam Quantities

50-ft. Beam:	Class "A-A" Concrete	11.06	cu.yd.
	Metal Reinforcement	1,050	lb.
	Prestressed Steel	463	lb.
75-ft. Beam:	Class "A-A" Concrete	16.33	cu.yd.
	Metal Reinforcement	1,350	lb.
	Prestressed Steel	1,450	lb.

Work by OWRR & N Co. (UPRR)	All Required	$	$ 9,520.00
(Using Alternate "B")	Subtotal		$553,922.00
	10% Engr. & Cont.		55,392.00
	Total		$609,314.00

Length of 4 Structures - - - - - - 0.109 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,689,048.00	$1,542,000.00	$147,048.00
Roadway (Trust Patent Lands)	207,199.85	207,199.85	- -
Structures	609,314.00	559,800.15	49,513.85
	$2,505,561.85	$2,309,000.00	$196,561.85

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

DEADMANS PASS-MEACHAM SECTION

PROJECT NO. I-80N-6(14)227

Estimated costs of work by Pacific Telephone and Telegraph Co.

Labor		$ 2,110.00
Materials		525.00
Equipment		480.00
Miscellaneous		100.00
Salvage Credit		120.00 Cr.
		$ 3,095.00
	USE	$ 3,000.00

Estimated costs of work by the Eastern Oregon Electric Co-op.

Contract Work		$50,067.78
	USE	$50,000.00

Estimated costs of work by the UPRR Co. (OWRR & N)

Signal and Communication Lines		$ 8,900.00
Track Guard Rail Installation		660.00
ROW, Fencing, Etc.		110.00
Salvage Credit		150.00 Cr.
		$ 9,520.00
	USE	$ 9,520.00

Oregon State Highway Department

Federal Aid
Project No. I-82-6(14)227

DEADMANS PASS-MEACHAM SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 25, 1958

Type Code 0010
Roadway (Sta. 1132+40 thru Equation 1135+50.08=404+05.55 to Sta. 896+00)

Clearing and Grubbing	All	Required	$	$ 190,000.00
Drainage Excavation, Unclassified	9,000	cu. yds.	3.00	27,000.00
General Excavation, Unclassifed	2,115,000	cu. yds.	.46	972,900.00
Short Overhaul	6,640,00	yd. stas.	.01	66,400.00
Long Overhaul	158,600	C-yd. stas.	.40	63,440.00
Finishing Roadbed and Slopes	All	Required		11,250.00
Rounding Cutbanks	100,000	lin. ft.	.15	15,000.00
24-inch Concrete Pipe	40	lin. ft.	4.95	198.00
15-inch Corrugated Metal Pipe	5,600	lin. ft.	4.25	23,800.00
18-inch Corrugated Metal Pipe	5,380	lin. ft.	5.00	26,900.00
24-inch Corrugated Metal Pipe	850	lin. ft.	7.50	6,375.00
36-inch Corrugated Metal Pipe	1,870	lin. ft.	14.50	27,115.00
26-inch Corrugated Metal Pipe, 8 Gage	780	lin. ft.	19.00	14,820.00
36-inch Corrugated Metal Pipe, 10 Gage	930	lin. ft.	16.00	14,880.00
72-inch Corrugated Metal Pipe	300	lin. ft.	41.00	12,300.00
15-inch Culvert End Sections	50	only	32.00	1,600.00
18-inch Culvert End Sections	14	only	35.00	490.00
24-inch Elliptical Inlets	1	only	100.00	100.00
36-inch Elliptical Inlets	12	only	150.00	1,800.00
72-inch Elliptical Inlets	1	only	300.00	300.00
Concrete Inlets, Type "D"	6	only	85.00	510.00
Class "A" Concrete	1,300 13,000	cu. yds.	60.00	78,000.00
Metal Reinforcement	270,000	lbs.	.15	40,500.00
Metal Guard Rail	1,350	lin. f t.	3.75	5,062.50
Type 1 Fence	6,200	rods	4.50	27,900.00
Type 2 Fence	240	rods	6.00	1,440.00
16'x48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	500.00	1,000.00
Coarse Crushed Material in Base	30,700	tons	1.50	46,050.00
3/4" - 0 Material in Base	5,600	tons	1.65	9,240.00
Sprinkling	2,800	M-gals.	3.00	8,400.00
Preparation of Base	All	Required		2,500.00
Furnishing and Placing Aggregates	2,130	tons	3.00	6,340.00 6390.00
120-150 Asphalt	140	tons	48.00	6,720.00
RS-1 Asphalt	40	tons	50.00	2,000.00
				$1,712,580.50

Work by Bonneville Power Adm.	All Required	$ 5,000.00
Work by Salt Lake Pipeline Co.	All Required	1,000.00
Work by Eastern Oregon Electric CoOp.	All Required	3,000.00
Work by Pacific Tel. & Tel. Co.	All Required	500.00
Seeding and Mulching	All Required	10,000.00
Flagging (37½% of Contractor's Costs)	All Required	2,500.00
	Subtotal	$1,734,580.50
	10% Engr. & Cont.	173,458.05
	Total	$1,908,038.55

Length of Roadway	9.265 Miles
Length of 5 Structures	0.105 Mile (Exceptions)
Total Length	9.370 Miles
Cost of Roadway Per Mile	$205,940.48

Federal Funds	$1,762,600.00
State Funds	145,438.55
	$1,908,038.55

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(14)227
(Old) I-82-6(14)227

DEADMANS PASS-MEACHAM SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 30, 1958

Type Code 0010
Roadway (Private Lands) (Sta. 1132+40 thru Equation 1135+50.08=404+05.55 to Sta. 426+75) (Sta. 484+45 to Sta. 896+00)

Clearing and Grubbing	All	Required (90%)		$ 171,000.00
Drainage Excavation, Unclassified	7,900	cu. yds.	$ 3.00	23,700.00
General Excavation, Unclassified	1,862,300	cu. yds.	.46	856,658.00
Short Overhaul	6,068,400	yd. stas.	.01	60,684.00
Long Overhaul	152,500	C-yd. stas.	.40	61,000.00
Finishing Roadbed and Slopes	All	Required (90%)		10,125.00
Rounding Cutbanks	100,000	lin. ft.	.15	15,000.00
24-inch Concrete Pipe	40	lin. ft.	4.95	198.00
15-inch Corrugated Metal Pipe	5,390	lin. ft.	4.25	22,907.50
18-inch Corrugated Metal Pipe	4,400	lin. ft.	5.00	22,000.00
24-inch Corrugated Metal Pipe	730	lin. ft.	7.50	5,475.00
36-inch Corrugated Metal Pipe	1,900	lin. ft.	14.50	27,550.00
36-inch Corrugated Metal Pipe, 8 Gage	780	lin. ft.	19.00	14,820.00
36-inch Corrugated Metal Pipe, 10 Gage	590	lin. ft.	16.00	9,440.00
72-inch Corrugated Metal Pipe	300	lin. ft.	41.00	12,300.00
15-inch Culvert End Sections	48	only	32.00	1,536.00
18-inch Culvert End Sections	8	only	35.00	280.00
24-inch Elliptical Inlets	1	only	100.00	100.00
36-inch Elliptical Inlets	11	only	150.00	1,650.00
72-inch Elliptical Inlets	1	only	300.00	300.00
Concrete Inlets, Type "D"	5	only	85.00	425.00
Class "A" Concrete	900	cu. yds.	60.00	54,000.00
Metal Reinforcement	188,500	lbs.	.15	28,275.00
Metal Guard Rail	1,350	lin.	3.75	5,062.50
Type 1 Fence	5,460	rods	4.50	24,570.00
Type 2 Fence	240	rods	6.00	1,440.00
16'x48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	500.00	1,000.00
Coarse Crushed Material in Base	30,700	tons	1.50	46,050.00
3/4" - 0 Material in Base	5,600	tons	1.65	9,240.00
Sprinkling	2,800	M-gals.	3.00	8,400.00
Preparation of Base	All	Required		2,500.00
Furnishing and Placing Aggregates	2,130	tons	3.00	6,390.00
120-150 Asphalt	140	tons	48.00	6,720.00
RS-1 Asphalt	40	tons	50.00	2,000.00
				$1,512,996.00

(Brought forward)		$1,512,996.00
Work by Bonneville Power Administration	All Required	5,000.00
Work by Salt Lake Pipeline Co.	All Required	1,000.00
Work by Eastern Oregon Electric Coop	All Required	3,000.00
Work by Pacific Tel & Tel Co.	All Required	500.00
Seeding and Mulching	All Required	10,000.00
Flagging (57½% of Contractor's Costs)	All Required	2,500.00
	Subtotal	$1,534,996.00
	10% Engr. & Cont.	153,499.60
	Total	$1,688,495.60

Length of Roadway	8.172 Miles
Length of 4 Structures	0.025 Mile
Length of 1 Structure	0.080 Mile (Exceptions)
Total Length	8.277 Miles
Cost of Roadway per Mile	$206,619.62

Type Code 0010

Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45)

Clearing and Grubbing	All	Required (10%)		$ 19,000.00
Drainage Excavation, Unclassified	1,100	cu. yds.	$ 3.00	3,300.00
General Excavation, Unclassified	252,700	cu. yds.	.46	116,242.00
Short Overhaul	571,600	yd. stas.	.01	5,716.00
Long Overhaul	6,100	C-yd stas.	.40	2,440.00
Finishing Roadbed and Slopes	All	Required (10%)		1,125.00
15-inch Corrugated Metal Pipe	210	lin. ft.	4.25	892.50
18-inch Corrugated Metal Pipe	930	lin. ft.	5.00	4,650.00
24-inch Corrugated Metal Pipe	170	lin. ft.	7.50	1,275.00
36-inch Corrugated Metal Pipe, 10 Gage	340	lin. ft.	16.00	5,440.00
15-inch Culvert End Sections	2	only	32.00	64.00
18-inch Culvert End Sections	6	only	35.00	210.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Concrete Inlets, Type "D"	1	only	85.00	85.00
Class "A" Concrete	300	cu. yds.	60.00	18,000.00
Metal Reinforcement	62,500	lbs.	.15	9,375.00
Type 1 Fence	740	rods	4.50	3,330.00
		Subtotal		$191,294.50
		10% Engr. & Cont.		19,129.45
		Total		$210,423.95

Length of Roadway	1.093 Miles
Coast of Roadway per Mile	$192,519.62

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,688,495.60	$1,559,000.00	$129,495.60
Roadway (Trust Patent Lands)	210,423.95	210,423.95	-
	$1,898,919.55	$1,769,423.95	$129,495.60

Federal Aid
Project No. I-80N-6(14)227
(Old) I-82-6(14)227

Oregon State Highway Department

DEADMANS PASS-MEACHAM SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 25, 1959

Type Code 0010
Roadway (Private Lands)(Sta. 1132+40 Thru Equa. 1135+50.08-404+05.55 to Sta. 426+75)
(Sta. 484+45 to Sta. 896+00)(Contract No. 5412)

Clearing and Grubbing	All Required (90%)		$180,000.00
Drainage Excavation, Unclassified	7,900 cu. yds.	$4.00	31,600.00
General Excavation, Unclassified	1,862,300 cu. yds.	0.47	875,281.00
Short Overhaul	6,068,400 yd. sta.	0.005	30,342.00
Long Overhaul	152,500 C-yd.sta.	0.30	45,750.00
Finishing Roadbed and Slopes	All Required (90%)		2,700.00
Rounding Cutbanks	100,000 lin. ft.	0.10	10,000.00
24-inch Concrete Pipe	40 lin. ft.	4.00	160.00
15-inch Corrugated Metal Pipe	5,390 lin. ft.	3.25	17,517.50
18-inch Corrugated Metal Pipe	4,400 lin. ft.	3.75	16,500.00
24-inch Corrugated Metal Pipe	730 lin. ft.	5.50	4,015.00
36-inch Corrugated Metal Pipe	1,900 lin. ft.	11.00	20,900.00
36-inch Corrugated Metal Pipe, 8 Gage	780 lin. ft.	16.00	12,480.00
36-inch Corrugated Metal Pipe, 10 Gage	590 lin. ft.	13.00	7,670.00
72-inch Corrugated Metal Pipe	300 lin. ft.	34.00	10,200.00
15-inch Culvert End Sections	48 only	22.00	1,056.00
18-inch Culvert End Sections	8 only	25.00	200.00
24-inch Elliptical Inlets	1 only	60.00	60.00
36-inch Elliptical Inlets	11 only	90.00	990.00
72-inch Elliptical Inlets	1 only	325.00	325.00
Concrete Inlets, Type "D"	5 only	75.00	375.00
Class "A" Concrete	900 cu. yds.	60.00	54,000.00
Metal Reinforcement	188,500 lbs.	0.135	25,447.50
Metal Guard Rail	1,350 lin. ft.	3.00	4,050.00
Type 1 Fence	5,460 rods	5.25	28,665.00
Type 2 Fence	240 rods	7.00	1,680.00
16' x 48" Metal Gates	2 only	100.00	200.00
16' Cattle Guard	2 only	900.00	1,800.00
Coarse Crushed Material in Base	30,700 tons	1.75	53,725.00
3/4" - 0 Material in Base	5,600 tons	1.75	9,800.00
Sprinkling	2,800 M-gals.	2.00	5,600.00
Preparation of Base	All Required		1,500.00
Furnishing and Placing Aggregates	2,130 tons	3.00	6,390.00
120-150 Asphalt	140 tons	49.00	6,860.00
RS-1 Asphalt	40 tons	54.00	2,160.00
			$1,469,999.00
Work by Bonneville Power Adm.	All Required		5,000.00
Work by Salt Lake Pipeline Co.	All Required		1,000.00
Work by Eastern Oregon Electric Coop.	All Required		3,000.00
Work by Pacific Tel. & Tel. Co.	All Required		500.00
Seeding and Mulching			10,000.00
Flagging (57½% of Contractor's Costs)	All Required		2,500.00
	Subtotal		$1,491,999.00
	10% Engr. & Cont.		149,199.90
	Total		$1,641,198.90

Length of Roadway - - - - - - - - 8.168 Miles
Cost of Roadway Per Mile- - - - $200,930.32

Type Code 0010
Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45)(Contract No. 5412)

Clearing and Grubbing	All	Required (10%)		$ 20,000.00
Drainage Excavation, Unclassified	1,100	cu. yds.	$4.00	4,400.00
General Excavation, Unclassified	252,700	cu. yds.	0.47	118,769.00
Short Overhaul	571,600	yd. sta.	0.005	2,858.00
Long Overhaul	6,100	C-yd.sta.	0.30	1,830.00
Finishing Roadbed and Slopes	All	Required (10%)		300.00
15-inch Corrugated Metal Pipe	210	lin. ft.	3.25	682.50
18-inch Corrugated Metal Pipe	930	lin. ft.	3.75	3,487.50
24-inch Corrugated Metal Pipe	170	lin. ft.	5.50	935.00
36-inch Corrugated Metal Pipe, 10 Gage	340	lin. ft.	13.00	4,420.00
15-inch Culvert End Sections	2	only	22.00	44.00
18-inch Culvert End Sections	6	only	25.00	150.00
36-inch Elliptical Inlets	1	only	90.00	90.00
Concrete Inlets, Type "D"	1	only	75.00	75.00
Class "A" Concrete	300	cu. yds.	60.00	18,000.00
Metal Reinforcement	62,500	lbs.	0.135	8,437.50
Type 1 Fence	740	rods	5.25	3,885.00
	Subtotal			$188,363.50
	10% Engr. & Cont.			18,836.35
			Total	$207,199.85

Length of Roadway - - - - - - - - 1.093 Miles
Cost of Roadway Per Mile- - - - $189,569.85

Type Code X721
W. Imigrant Park Interchange Br. #8594 (Sta. 626+90.06)

Structural Excavation	378	cu. yds.	$10.00	$ 3,780.00
Furnish Steel Piling	270	lin. ft.	5.00	1,350.00
Drive Steel Piles	6	only	100.00	600.00
Splice Steel Piles	2	only	45.00	90.00
Class "A" Concrete (706 Cu.Yds. at $72.00)	All	Required		50,832.00
Metal Reinforcement(170,000 Lbs. at $0.135)	All	Required		22,950.00
8-inch Metal Drain Pipe	180	lin. ft.	4.00	720.00
Concrete Slab Riprap	250	sq. yds.	9.00	2,250.00
				$ 82,572.00

Type Code X721
E. Imigrant Interchange Br. #8612 (Sta. 685+30)

Structural Excavation	230	cu. yds.	$12.00	$ 2,760.00
Class "A" Concrete (799 Cu.Yds. at $72.00)	All	Required		57,528.00
Metal Reinforcement(201,700 Lbs. at $0.135)	All	Required		27,229.50
8-inch Metal Drain Pipe	280	lin. ft.	4.00	1,120.00
Concrete Slab Riprap	320	cu. yds.	9.00	2,880.00
				$ 91,517.50

Type Code X721
Old Oregon Trail U'xing Br. #8497 (Sta. 800+78.76)

Structural Excavation	230	cu. yds.	$8.00	$ 1,840.00
Furnish Steel Piling	200	lin. ft.	5.00	1,000.00
Drive Steel Piles	8	only	100.00	800.00
Splice Steel Piles	2	only	45.00	90.00
Class "A" Concrete (698 Cu.Yds. at $72.00)	All	Required		50,256.00
Metal Reinforcement (182,600 Lbs. at $0.135)	All	Required		24,651.00
8-inch Metal Drain Pipe	260	lin. ft.	4.00	1,040.00
Concrete Slab Riprap	275	sq. yds.	9.00	2,475.00
				$ 82,152.00

Type Code X221
Meacham O'xing Br. #8595 (Sta. 881+26 to Sta. 882+79)

Structural Excavation	245	cu. yds.	$10.00	$ 2,450.00
Furnish Steel Piling	1,500	lin. ft.	5.00	7,500.00
Drive Steel Piles	42	only	75.00	3,150.00
Splice Steel Piles	8	only	45.00	360.00
Class "A" Concrete (540 Cu.Yds. at $72.00)	All	Required		38,880.00
Metal Reinforcement (99,400 Lbs. at $0.135)	All	Required		13,419.00
8-inch Metal Drain Pipe	210	lin. ft.	4.00	840.00
51-foot Prestressed Beams *	24	only	1,173.00	28,152.00
				$ 94,751.00

* 51-foot Beam Quantities

Class "A-A" Concrete	74.2 Cu.Yds.	at	$70.00	$ 525.00
Metal Reinforcement	942.3 Lbs.	at	0.125+	118.00
Prestressed Steel	630.4 Lbs.	at	0.85	536.00
				$1,173.00

Subtotal	$350,992.50
10% Engr. & Cont.	35,099.25
Total	$386,091.75

Length of 5 Structures - - - - - 0.109 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,641,198.90	$1,515,000.00	$126,198.90
Roadway (Trust Patent Lands)	207,199.85	207,199.85	- -
Structures	386,091.75	356,000.00	30,091.75
	$2,234,490.50	$2,078,199.85	$156,290.65

Retained in Program Status

Work: Meacham R.R. O'xing

Federal Funds: $221,800.15

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(14)227
(Old) I-82-6(14)227

DEADMANS PASS-MEACHAM SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1959

Type Code 0010
Roadway (Private Lands) (Sta. 1132+40 thru Equa. 1135+50.08 = 404+05.55 to Sta. 426+75) (Sta. 484+45 to Sta. 896+00) (Contract No. 5412)

Clearing and Grubbing	All	Required (90%)		$180,000.00
Drainage Excavation, Unclassified	7,900	cu. yds.	$4.00	31,600.00
General Excavation, Unclassified	1,862,300	cu. yds.	.47	875,281.00
Short Overhaul	6,068,400	yd. stas.	.005	30,342.00
Long Overhaul	152,500	C-yd. stas.	.30	45,750.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Rounding Cutbanks	100,000	lin. ft.	.10	10,000.00
24-inch Concrete Pipe	40	lin. ft.	4.00	160.00
15-inch Corrugated Metal Pipe	5,390	lin. ft.	3.25	17,517.50
18-inch Corrugated Metal Pipe	4,400	lin. ft.	3.75	16,500.00
24-inch Corrugated Metal Pipe	730	lin. ft.	5.50	4,015.00
36-inch Corrugated Metal Pipe	1,900	lin. ft.	11.00	20,900.00
36-inch Corrugated Metal Pipe, 8 Gage	780	lin. ft.	16.00	12,480.00
36-inch Corrugated Metal Pipe, 10 Gage	590	lin. ft.	13.00	7,670.00
72-inch Corrugated Metal Pipe	300	lin. ft.	34.00	10,200.00
15-inch Culvert End Sections	48	only	22.00	1,056.00
18-inch Culvert End Sections	8	only	25.00	200.00
24-inch Elliptical Inlets	1	only	60.00	60.00
36-inch Elliptical Inlets	11	only	90.00	990.00
72-inch Elliptical Inlets	1	only	325.00	325.00
Concrete Inlets, Type "D"	5	only	75.00	375.00
Class "A" Concrete	900	cu. yds.	60.00	54,000.00
Metal Reinforcement	188,500	lbs.	.135	25,447.50
Metal Guard Rail	1,350	lin. ft.	3.00	4,050.00
Type 1 Fence	5,460	rods	5.25	28,665.00
Type 2 Fence	240	rods	7.00	1,680.00
16' x 48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	900.00	1,800.00
Coarse Crushed Material in Base	30,700	tons	1.75	53,725.00
3/4" - 0 Material in Base	5,600	tons	1.75	9,800.00
Sprinkling	2,800	M-gals.	2.00	5,600.00
Preparation of Base	All	Required		1,500.00
Furnishing and Placing Aggregates	2,130	tons	3.00	6,390.00

120-150 Asphalt	140	tons	$49.00	$ 6,860.00
RS-1 Asphalt	40	tons	54.00	2,160.00
				$1,469,999.00
Work by Bonneville Power Administration	All	Required		5,000.00
Work by Salt Lake Pipeline Co.	All	Required		1,000.00
Work by Eastern Oregon Electric Coop	All	Required		3,000.00
Work by Pacific Telephone & Telegraph Co.	All	Required		500.00
Seeding and Mulching				10,000.00
Flagging (57½% of Contractor's Costs)	All	Required		2,500.00
		Subtotal		$1,491,999.00
		10% Engr. & Cont.		149,199.90
		Total		$1,641,198.90

Length of Roadway - - - - 8.168 Miles
Cost of Roadway per Mile - $200,930.32

Type Code 0010
Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45)(Contract 5412)

Clearing and Grubbing	All	Required (10%)		$ 20,000.00
Drainage Excavation, Unclassified	1,100	cu. yds.	$4.00	4,400.00
General Excavation, Unclassified	252,700	cu. yds.	.47	118,769.00
Short Overhaul	571,600	yd. stas.	.005	2,858.00
Long Overhaul	6,100	C-yd. stas.	.30	1,830.00
Finishing Roadbed and Slopes	All	Required (10%)		300.00
15-inch Corrugated Metal Pipe	210	lin. ft.	3.25	682.50
18-inch Corrugated Metal Pipe	930	lin. ft.	3.75	3,487.50
24-inch Corrugated Metal Pipe	170	lin. ft.	5.50	935.00
36-inch Corrugated Metal Pipe, 10 Gage	340	lin. ft.	13.00	4,420.00
15-inch Culvert End Sections	2	only	22.00	44.00
18-inch Culvert End Sections	6	only	25.00	150.00
36-inch Elliptical Inlets	1	only	90.00	90.00
Concrete Inlets, Type "D"	1	only	75.00	75.00
Class "A" Concrete	300	cu. yds.	60.00	18,000.00
Metal Reinforcement	62,500	lbs.	.135	8,437.50
Type 1 Fence	740	rods	5.25	3,885.00
		Subtotal		$188,363.50
		10% Engr. & Cont.		18,836.35
		Total		$207,199.85

Length of Roadway - - - - 1.093 Mile
Cost of Roadway per Mile - $189,569.85

Type Code X721
W. Imigrant Park Interchange Br. #8594 (Sta. 626+90.06)

Structural Excavation	378 cu. yds.	$10.00	$ 3,780.00
Furnish Steel Piling	270 lin. ft.	5.00	1,350.00
Drive Steel Piles	6 only	100.00	600.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (706 cu. yds. at $72)	All Required		50,832.00
Metal Reinforcement (170,000 lbs at $0.135)	All Required		22,950.00
8-inch Metal Drain Pipe	180 lin. ft.	4.00	720.00
Concrete Slab Riprap	250 sq. yds.	9.00	2,250.00
			$82,572.00

Type Code X721
E. Imigrant Interchange Br. #8612 (Sta. 685+30)

Structural Excavation	230 cu. yds.	$12.00	$ 2,760.00
Class "A" Concrete (799 cu. yds. at $72)	All Required		57,528.00
Metal Reinforcement (201,700 lbs. at $0.135)	All Required		27,229.50
8-inch Metal Drain Pipe	280 lin. ft.	4.00	1,120.00
Concrete Slab Riprap	320 cu. yds.	9.00	2,880.00
			$91,517.50

Type Code X721
Old Oregon Trail U'xing Br. #8497 (Sta. 800+78.76)

Structural Excavation	230 cu. yds.	$8.00	$ 1,840.00
Furnish Steel Piling	200 lin. ft.	5.00	1,000.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (698 cu. yds. at $72)	All Required		50,256.00
Metal Reinforcement (182,600 lbs. at $0.135)	All Required		24,651.00
8-inch Metal Drain Pipe	260 lin. ft.	4.00	1,040.00
Concrete Slab Riprap	275 sq. yds.	9.00	2,475.00
			$82,152.00

Type Code X281
Meacham O'xing Br. #8595 (Sta. 881+26 to Sta. 882+79)

Structural Excavation	245 cu. yds.	$10.00	$ 2,450.00
Furnish Steel Piling	1,500 lin. ft.	5.00	7,500.00
Drive Steel Piles	42 only	75.00	3,150.00

Splice Steel Piles	8 only	$45.00	$ 360.00
Class "A" Concrete (540 cu. yds. at $72)	All Required		38,880.00
Metal Reinforcement (99,400 lbs. at $0.135)	All Required		13,419.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
51-foot Prestressed Beams *	24 only	1,173.00	28,152.00
			$94,751.00

* 51-foot Beam Quantities

Class "A-A" Concrete	74.2 cu. yds.	at	$70.00	$ 519.00
Metal Reinforcement	942.3 lbs.	at	.125+	118.00
Prestressed Steel	630.4 lbs.	at	.85	536.00
				$1,173.00

ALTERNATE "A"

Type Code X931
Meacham Overcrossing (U.P.R.R.)(Sta. 836+92.5 to Sta. 841+17.5)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,035 cu. yds.	$6.00	12,210.00
Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,440 lin. ft.	5.00	7,200.00
Drive Steel Piles	32 only	75.00	2,400.00
Splice Steel Piles	6 only	45.00	270.00
Class "A" Concrete (1,706 cu. yds. at $75)	All Required		127,950.00
Metal Reinforcement (328,000 lbs. at $0.135)	All Required		44,280.00
Structural Steel (664,000 lbs. at $0.23)	All Required		152,720.00
Pipe Parapet Rail	1,700 lin. ft.	9.00	15,300.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00	1,000.00
			$374,830.00

ALTERNATE "B"

Type Code X981
Meacham Overcrossing (U.P.R.R.)(Sta. 836+92.5 to Sta. 841+17.5)

Shoring, Cribbing, etc.	All Required		$10,000.00
Structural Excavation	2,200 cu. yds.	$6.00	13,200.00
Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,440 lin. ft.	5.00	7,200.00
Drive Steel Piles	32 only	75.00	2,400.00

Splice Steel Piles	6 only	$45.00	$ 270.00
Class "A" Concrete (1,785 cu. yds at $75)	All Required		133,875.00
Metal Reinforcement (351,000 lbs. at $0.135)	All Required		47,385.00
Pipe Parapet Rail	1,700 lin. ft.	9.00	15,300.00
50-foot Prestressed Beams *	8 only	1,200.00	9,600.00
75-foot Prestressed Beams *	40 only	1,725.00	69,000.00
8-inch Metal Drain Pipe	250 lin. ft.	4.00	1,000.00
			$310,730.00

* Prestressed Beam Quantities

50-foot Beam:

Class "A-A" Concrete	11.05 cu. yds.	at	$77.86	$ 860.40
Metal Reinforcement	1,050 lbs.	at	.125	131.75
Prestressed Steel	463 lbs.	at	.45	208.35
				$1,200.00

75-foot Beam:

Class "A-A" Concrete	16.4 cu. yds.	at	$55.01	$ 903.75
Metal Reinforcement	1,350 lbs.	at	.125	168.75
Prestressed Steel	1,450 lbs.	at	.45	652.50
				$1,725.00

Work by OWRR&N Co. (UPRR)	All Required	$ 10,000.00
(Using Alternate "B")	Subtotal	$671,722.50
	10% Engr. & Cont.	67,172.25
	Total	$738,894.75

Length of 5 Structures - - - 0.109 Mile

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,641,198.90	$1,515,000.00	$126,198.90
Roadway (Trust Patent Lands)	207,199.85	207,199.85	- -
Structures	738,894.75	682,000.00	56,894.75
	$2,587,293.50	$2,404,199.85	$183,093.65

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(14)227

DEADMANS PASS-MEACHAM SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 18, 1960

Type Code 0010
Roadway (Private Lands)(Sta. 1132+40 thru Equa. 1135+50.08-404+05.55 to Sta. 426+75)(Sta. 484+45 to Sta. 896+00)(Contract No. 5412)

Clearing and Grubbing	All	Required (90%)		$ 180,000.00
Drainage Excavation, Unclassified	7,900	cu. yds.	$4.00	31,600.00
General Excavation, Unclassified	1,862,300	cu. yds.	0.47	875,281.00
Short Overhaul	6,068,400	yd. sta.	0.005	30,342.00
Long Overhaul	152,500	C-yd.sta.	0.30	45,750.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Rounding Cutbanks	100,000	lin. ft.	0.10	10,000.00
24-inch Concrete Pipe	40	lin. ft.	4.00	160.00
15-inch Corrugated Metal Pipe	5,390	lin. ft.	3.25	17,517.50
18-inch Corrugated Metal Pipe	4,400	lin. ft.	3.75	16,500.00
24-inch Corrugated Metal Pipe	730	lin. ft.	5.50	4,015.00
36-inch Corrugated Metal Pipe	1,900	lin. ft.	11.00	20,900.00
36-inch Corrugated Metal Pipe, 8 Ga.	780	lin. ft.	16.00	12,480.00
36-inch Corrugated Metal Pipe, 10 Ga.	590	lin. ft.	13.00	7,670.00
72-inch Corrugated Metal Pipe	300	lin. ft.	34.00	10,200.00
15-inch Culvert End Sections	48	only	22.00	1,056.00
18-inch Culvert End Sections	8	only	25.00	200.00
24-inch Elliptical Inlets	1	only	60.00	60.00
36-inch Elliptical Inlets	11	only	90.00	990.00
72-inch Elliptical Inlets	1	only	325.00	325.00
Concrete Inlets, Type "D"	5	only	75.00	375.00
Class "A" Concrete	900	cu. yds.	60.00	54,000.00
Metal Reinforcement	188,500	lbs.	0.135	25,447.50
Metal Guard Rail	1,350	lin. ft.	3.00	4,050.00
Type 1 Fence	5,460	rods	5.25	28,665.00
Type 2 Fence	240	rods	7.00	1,680.00
16' x 48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	900.00	1,800.00
Coarse Crushed Material in Base	30,700	tons	1.75	53,725.00
3/4" - 0 Material in Base	5,600	tons	1.75	9,800.00
Sprinkling	2,800	M-gal.	2.00	5,600.00
Preparation of Base	All	Required		1,500.00
Furnishing and Placing Aggregates	2,130	tons	3.00	6,390.00
120-150 Asphalt	140	tons	49.00	6,860.00
RS-1 Asphalt	40	tons	54.00	2,160.00
				$1,469,999.00

Work by Bonneville Power Adm.	All Required	$ 5,000.00
Work by Salt Lake Pipeline Co.	All Required	1,000.00
Work by Eastern Oregon Electric Co-op.	All Required	50,000.00
Work by Pacific Tel. & Tel. Co.	All Required	3,000.00
Seeding and Mulching	All Required	10,000.00
Flagging (57½% of Contractor's Costs)	All Required	2,500.00
	Subtotal	$1,541,499.00
	10% Engr. & Cont.	154,149.00
	Total	$1,695,648.00

Length of Roadway . . . . 8.168 Miles
Cost of Roadway Per Mile. $207,596.47

Type Code 0010
Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45)(Contract No. 5412)

Clearing and Grubbing	All Required (10%)		$ 20,000.00
Drainage Excavation, Unclassified	1,100 cu. yds.	$4.00	4,400.00
General Excavation, Unclassified	252,700 cu. yds.	0.47	118,769.00
Short Overhaul	571,600 yd. sta.	0.005	2,858.00
Long Overhaul	6,100 C-yd.sta.	0.30	1,830.00
Finishing Roadbed and Slopes	All Required (10%)		300.00
15-inch Corrugated Metal Pipe	210 lin. ft.	3.25	682.50
18-inch Corrugated Metal Pipe	930 lin. ft.	3.75	3,487.50
24-inch Corrugated Metal Pipe	170 lin. ft.	5.50	935.00
36-inch Corrugated Metal Pipe, 10 Ga.	340 lin. ft.	13.00	4,420.00
15-inch Culvert End Sections	2 only	22.00	44.00
18-inch Culvert End Sections	6 only	25.00	150.00
36-inch Elliptical Inlets	1 only	90.00	90.00
Concrete Inlets, Type "D"	1 only	75.00	75.00
Class "A" Concrete	300 cu. yds.	60.00	18,000.00
Metal Reinforcement	62,500 lbs.	0.135	8,437.50
Type 1 Fence	740 rods	5.25	3,885.00
	Subtotal		$ 188,363.50
	10% Engr. & Cont.		18,836.35
	Total		$ 207,199.85

Length of Roadway . . . . 1.093 Miles
Cost of Roadway Per Mile. $189,569.85

Type Code X721
West Imigrant Park Interchange (Br. #8594)(Sta. 626+90)(PS&E Status)

Structural Excavation	310 cu. yds.	$ 10.00	$ 3,100.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Furnish 10" BP 42# Steel Piling	210 lin. ft.	5.50	1,155.00
Drive Steel Piles	6 only	80.00	480.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (686 cu. yds. at $72.00)	All Required		49,392.00
Metal Reinforcement (170,000 lbs. at $0.13)	All Required		22,100.00
8-inch Metal Drain Pipe	180 lin. ft.	4.50	810.00
Concrete Slab Riprap	250 sq. yds.	8.50	2,125.00
			$ 79,487.00

Type Code X721
East Imigrant Interchange (Br. #8612)(Sta. 685+30)(PS&E Status)

Structural Excavation	260 cu. yds.	$ 10.00	$ 2,600.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Class "A" Concrete (807 cu. yds. at $72.00)	All Required		58,104.00
Metal Reinforcement (207,600 lbs. at $0.13)	All Required		26,988.00
8-inch Metal Drain Pipe	300 lin. ft.	4.50	1,350.00
Concrete Slab Riprap	320 sq. yds.	8.50	2,720.00
			$ 91,987.00

Type Code X281
Meacham O'xing (Br. #8595)(Sta. 881+26 to Sta. 882+79)(PS&E Status)

Structural Excavation	200 cu. yds.	$ 10.00	$ 2,000.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Furnish 10" BP 42# Steel Piling	915 lin. ft.	5.50	5,032.50
Drive Steel Piles	28 only	80.00	2,240.00
Splice Steel Piles	10 only	50.00	500.00
Class "A" Concrete (482 cu. yds. at $72.00)	All Required		34,704.00
Metal Reinforcement (96,000 lbs. at $0.13)	All Required		12,480.00
51 ft. Prestressed Beams*	24 only	1,150.00	27,600.00
8-inch Metal Drain Pipe	110 lin. ft.	4.50	495.00
Concrete Slab Riprap	600 sq. yds.	8.50	5,100.00
			$ 90,376.50

* 51 ft. Prestressed Beam Quantities

Class "A-A" Concrete	7.42 cu. yds.	at	$96.66	$717.25
Metal Reinforcement	942 lbs.	at	0.125	117.75
Prestressed Steel	630 lbs.	at	0.50	315.00
				$1,150.00

ALTERNATE "A"

Type Code X931
Meacham Overcrossing (U.P.R.R.)(Sta. 836+93.63 to Sta. 841+18.63)(Br. #8498)

Shoring, Cribbing, etc.	All	Required		$ 10,000.00
Structural Excavation	2,000	cu. yds.	$ 6.00	12,000.00
Excavation Below Elevation Shown	150	cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,400	lin. ft.	5.00	7,000.00
Drive Steel Piles	32	only	70.00	2,240.00
Splice Steel Piles	6	only	45.00	270.00
Class "A" Concrete (1,691 cu.yds. at $72.00)	All	Required		121,752.00
Metal Reinforcement (328,000 lbs. at $0.125)	All	Required		41,000.00
Structural Steel (664,000 lbs. at $0.23)	All	Required		152,720.00
Pipe Parapet Rail	1,700	lin. ft.	6.00	10,200.00
8-inch Metal Drain Pipe	250	lin. ft.	4.00	1,000.00
				$ 359,682.00

ALTERNATE "B"

Type Code X981
Meacham Overcrossing (U.P.R.R.)(Sta. 836+93.63 to 841+18.63)

Shoring, Cribbing, etc.	All	Required		$ 10,000.00
Structural Excavation	2,200	cu. yds.	$ 6.00	13,200.00
Excavation Below Elevation Shown	150	cu. yds.	10.00	1,500.00
Furnish Steel Piling	1,400	lin. ft.	5.00	7,000.00
Drive Steel Piles	32	only	70.00	2,240.00
Splice Steel Piles	6	only	45.00	270.00
Class "A" Concrete (1,755 cu.yds. at $72.00)	All	Required		126,360.00
Metal Reinforcement (351,000 lbs. at $0.125)	All	Required		43,875.00
50-foot Prestressed Beams*	8	only	1,325.00	10,600.00
75-foot Prestressed Beams*	40	only	2,200.00	88,000.00
Pipe Parapet Rail	1,700	lin. ft.	6.00	10,200.00
8-inch Metal Drain Pipe	250	lin. ft.	4.00	1,000.00
				$ 314,245.00

* Prestressed Beam Quantity

50-foot Beam:	Class "A-A" Concrete	11.06	cu.yds.	at	$87.00	$ 962.25
	Metal Reinforcement	1050	lbs.	at	0.125	131.25
	Prestressed Steel	463	lbs.	at	0.50	231.50
						$1,325.00
75-foot Beam:	Class "A-A" Concrete	16.33	cu.yds.	at	$80.00	$1,306.25
	Metal Reinforcement	1,350	lbs.	at	0.125	168.75
	Prestressed Steel	1,450	lbs.	at	0.50	725.00
						$2,200.00

Work by OWRR & N Co. (UPRR)	All Required	$ 9,520.00
(Using Alternate "B")	Subtotal	$ 585,615.50
	10% Engr. & Cont.	58,561.50
	Total	$ 644,177.00

Length of 5 Structures . . . . 0.109 Mile

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,695,648.00	$1,542,000.00	$153,648.00
Roadway (Trust Patent Lands)	207,199.85	207,199.85	- -
Structures	644,177.00	591,800.15	52,376.85
	$2,547,024.85	$2,341,000.00	$206,024.85

Note: Old Oregon Trail U'xing (Br. #8497) withdrawn from PS & E status and put in program status.

RETAINED IN PROGRAM STATUS

Work	Total Cost	Federal Funds
1 U'xing Structure	$ 77,000.00	$ 69,000.00

DEADMANS PASS-MEACHAM SECTION

Project No. I-80N-6(14)227

Estimated costs of work by Pacific Telephone and Telegraph Co.

Labor		$2,110.00
Materials		525.00
Equipment		480.00
Miscellaneous		100.00
Salvage Credit		120.00 Cr.
		$3,095.00
	Use	$3,000.00

Estimated costs of work by the Eastern Oregon Electric Coop.

Contract Work		$ 50,067.78
	Use	$ 50,000.00

Estimated costs of work by the U.P.R.R. Co. (OWRR&N)

Signal and Communication Lines		$8,900.00
Track Guard Rail Installation		660.00
R.O.W., Fencing, etc.		110.00
Salvage Credit		150.00 Cr.
		$9,520.00
	Use	$9,520.00

Federal Aid
Project No. I-80N-6(14)227

Oregon State Highway Department

DEADMANS PASS-MEACHAM SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 21, 1960

Type Code 0010
Roadway (Private Lands)(Sta. 1132+40 thru Equa. 1135+50.08-404+05.55 to Sta. 426+75)(Sta. 484+45 to Sta. 896+00)(Contract 5412)

Clearing and Grubbing	All	Required (90%)		$180,000.00
Drainage Excavation, Unclassified	7,900	cu. yds.	$4.00	31,600.00
General Excavation, Unclassified	1,862,300	cu. yds.	0.47	875,281.00
Short Overhaul	6,068,400	yd. sta.	0.005	30,342.00
Long Overhaul	152,500	C-yd.sta.	0.30	45,750.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Rounding Cutbanks	100,000	lin. ft.	0.10	10,000.00
24-inch Concrete Pipe	40	lin. ft.	4.00	160.00
15-inch Corrugated Metal Pipe	5,390	lin. ft.	3.25	17,517.50
18-inch Corrugated Metal Pipe	4,400	lin. ft.	3.75	16,500.00
24-inch Corrugated Metal Pipe	730	lin. ft.	5.50	4,015.00
36-inch Corrugated Metal Pipe	1,900	lin. ft.	11.00	20,900.00
36-inch Corrugated Metal Pipe, 8 Gage	780	lin. ft.	16.00	12,480.00
36-inch Corrugated Metal Pipe, 10 Gage	590	lin. ft.	13.00	7,670.00
72-inch Corrugated Metal Pipe	300	lin. ft.	34.00	10,200.00
15-inch Culvert End Sections	48	only	22.00	1,056.00
18-inch Culvert End Sections	8	only	25.00	200.00
24-inch Elliptical Inlets	1	only	60.00	60.00
36-inch Elliptical Inlets	11	only	90.00	990.00
72-inch Elliptical Inlets	1	only	325.00	325.00
Concrete Inlets, Type "D"	5	only	75.00	375.00
Class "A" Concrete	900	cu. yds.	60.00	54,000.00
Metal Reinforcement	188,500	lbs.	0.135	25,447.50
Metal Guard Rail	1,350	lin. ft.	3.00	4,050.00
Type 1 Fence	5,460	rods	5.25	28,665.00
Type 2 Fence	240	rods	7.00	1,680.00
16' x 48" Metal Gates	2	only	100.00	200.00
16' Cattle Guard	2	only	900.00	1,800.00
Coarse Crushed Material in Base	30,700	tons	1.75	53,725.00
3/4" - 0 Material in Base	5,600	tons	1.75	9,800.00
Sprinkling	2,800	M-gal.	2.00	5,600.00
Preparation of Base	All	Required		1,500.00
Furnishing and Placing Aggregates	2,130	tons	3.00	6,390.00
120-150 Asphalt	140	tons	49.00	6,860.00
RS-1 Asphalt	40	tons	54.00	2,160.00
				$1,469,999.00
Work by Bonneville Power Adm.	All	Required		5,000.00
Work by Salt Lake Pipeline Co.	All	Required		1,000.00
Work by Eastern Oregon Electric Co-op.	All	Required		50,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		3,000.00
Seeding and Mulching				10,000.00
Flagging (57½% of Contractor's Costs)	All	Required		2,500.00

Subtotal	$1,541,499.00
10% Engr. & Cont.	154,149.00
Total	$1,695,648.00

Length of Roadway - - - - - 8.168 Miles
Cost of Roadway Per Mile- - $207,596.47

Type Code 0010
Roadway (Trust Patent Lands)(Sta. 426+75 to Sta. 484+45)(Contract 5412)

Clearing and Grubbing	All	Required (10%)		$ 20,000.00
Drainage Excavation, Unclassified	1,100	cu. yds.	$4.00	4,400.00
General Excavation, Unclassified	252,700	cu. yds.	0.47	118,769.00
Short Overhaul	571,600	yd. sta.	0.005	2,858.00
Long Overhaul	6,100	C-yd.sta.	0.30	1,830.00
Finishing Roadbed and Slopes	All	Required (10%)		300.00
15-inch Corrugated Metal Pipe	210	lin. ft.	3.25	682.50
18-inch Corrugated Metal Pipe	930	lin. ft.	3.75	3,487.50
24-inch Corrugated Metal Pipe	170	lin. ft.	5.50	935.00
36-inch Corrugated Metal Pipe, 10 Gage	340	lin. ft.	13.00	4,420.00
15-inch Culvert End Sections	2	only	22.00	44.00
18-inch Culvert End Sections	6	only	25.00	150.00
36-inch Elliptical Inlets	1	only	90.00	90.00
Concrete Inlets, Type "D"	1	only	75.00	75.00
Class "A" Concrete	300	cu. yds.	60.00	18,000.00
Metal Reinforcement	62,500	lbs.	0.135	8,437.50
Type 1 Fence	740	rods	5.25	3,885.00

Subtotal	$188,363.50
10% Engr. & Cont.	18,836.35
Total	$207,199.85

Length of Roadway - - - - - 1.093 Miles
Cost of Roadway Per Mile- - $189,569.85

Type Code X721
West Imigrant Park Interchange (Bridge No. 8594)(Sta. 626+90)

Structural Excavation	310	cu. yds.	$10.00	$ 3,100.00
Structural Excavation Below Elevation Shown	15	cu. yds.	15.00	225.00
Furnish 10" BP 42# Steel Piling	210	lin. ft.	5.50	1,155.00
Drive Steel Piles	6	only	80.00	480.00
Splice Steel Piles	2	only	50.00	100.00
Class "A" Concrete (686 cu.yds. at $72.00)	All	Required		49,392.00
Metal Reinforcement (170,000 lbs. at $0.13)	All	Required		22,100.00
8-inch Metal Drain Pipe	180	lin. ft.	4.50	810.00
Concrete Slab Riprap	250	sq. yds.	8.50	2,125.00
				$ 79,487.00

Type Code X721
East Imigrant Interchange (Bridge No. 8612)(Sta. 685+30)

Structural Excavation	260 cu. yds.	$10.00	$ 2,600.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Class "A" Concrete (807 cu.yds. at $72.00)	All Required		58,104.00
Metal Reinforcement (207,600 lbs. at $0.13)	All Required		26,988.00
8-inch Metal Drain Pipe	300 lin. ft.	4.50	1,350.00
Concrete Slab Riprap	320 sq. yds.	8.50	2,720.00
			$ 91,987.00

Type Code X281
Meacham O'xing (Bridge No. 8595)(Sta. 881+26 to Sta. 882+79)

Structural Excavation	200 cu. yds.	$10.00	$ 2,000.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Furnish 10" BP 42# Steel Piling	915 lin. ft.	5.50	5,032.50
Drive Steel Piles	28 only	80.00	2,240.00
Splice Steel Piles	10 only	50.00	500.00
Class "A" Concrete (482 cu.yds. at $72.00)	All Required		34,704.00
Metal Reinforcement (96,000 lbs. at $0.13)	All Required		12,480.00
51-ft. Prestressed Beams*	24 only	1,150.00	27,600.00
8-inch Metal Drain Pipe	110 lin. ft.	4.50	495.00
Concrete Slab Riprap	600 sq. yds.	8.50	5,100.00
			$ 90,376.50

*** 51-ft. Prestressed Beam Quantities**

Class "A-A" Concrete	7.42 Cu.Yds.	at $96.66	$ 717.25
Metal Reinforcement	942 Lbs.	at 0.125	117.75
Prestressed Steel	630 Lbs.	at 0.50	315.00
			$1,150.00

ALTERNATE "B"

Type Code X981
**Meacham Overcrossing (UPRR)(Sta. 836+93.63 to 841+18.63)(Bridge No. 8498)
(Contract No. 5703)**

Shoring, Cribbing, etc.	All Required		$ 18,000.00
Structural Excavation	2,200 cu. yds.	$6.00	13,200.00
Excavation Below Elevation Shown	150 cu. yds.	11.00	1,650.00
Furnish Steel Piling	1,400 lin. ft.	6.00	8,400.00
Drive Steel Piles	32 only	61.00	1,952.00
Splice Steel Piles	6 only	25.00	150.00
Class "A" Concrete (1,755 cu.yds.)	All Required		105,500.00
Metal Reinforcement (351,000 lbs.)	All Required		38,000.00

50-ft. Prestressed Beams*	8 only	$1,375.00	$ 11,000.00
75-ft. Prestressed Beams*	40 only	2,062.50	82,500.00
Pipe Parapet Rail	1,700 lin. ft.	5.00	8,500.00
8-inch Metal Drain Pipe	250 lin. ft.	4.00	1,000.00
			$289,852.00

* Prestressed Beam Quantity

50-ft. Beam:	Class "A-A" Concrete	11.06	Cu.Yds.
	Metal Reinforcement	1,050	Lbs.
	Prestressed Steel	463	Lbs.
75-ft. Beam:	Class "A-A" Concrete	16.33	Cu.Yds.
	Metal Reinforcement	1,350	Lbs.
	Prestressed Steel	1,450	Lbs.

Work by OWRR & N Co. (UPRR)	All Required	$ 9,520.00
(Using Alternate "B")	Subtotal	$561,222.50
	10% Engr. & Cont.	56,121.50
	Total	$617,344.00

Length of 4 Structures - - - - 0.109 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Private Lands)	$1,695,648.00	$1,542,000.00	$153,648.00
Roadway (Trust Patent Lands)	207,199.85	207,199.85	- -
Structures	617,344.00	567,800.15	49,543.85
	$2,520,191.85	$2,317,000.00	$203,191.85

Note: Old Oregon Trail U'xing (Br. No. 8497) withdrawn from PS & E status and put in program status.

Retained in Program Status

Work:	Total Cost	Federal Funds
1 U'xing Structure	$ 77,000.00	$ 69,000.00

DEADMANS PASS-MEACHAM SECTION

PROJECT NO. I-80N-6(14)227

Estimated costs of work by Pacific Telephone and Telegraph Company.

Labor		$ 2,110.00
Materials		525.00
Equipment		480.00
Miscellaneous		100.00
Salvage Credit		120.00 Cr.
		$ 3,095.00
	USE	$ 3,000.00

Estimated costs of work by the Eastern Oregon Electric Co-op.

Contract Work		$50,067.78
	USE	$50,000.00

Estimated costs of work by the UPRR Co. (OWRR & N).

Signal and Communication Lines		$ 8,900.00
Track Guard Rail Installation		660.00
ROW, Fencing, Etc.		110.00
Salvage Credit		150.00 Cr.
		$ 9,520.00
	USE	$ 9,520.00

RECEIVED
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FOR FILING

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5412

RECEIVED
JUL 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1960

SUBJECT: Price Agreement No. 4
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Contract No. 5412

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

I return your Price Agreement No. 4 on the Deadmans Pass-Meacham Section which proposed the increase of the selected subgrade material from the specified one foot to two foot depth.

This agreement cannot be approved since it would be a violation of the specification. Your perusal of the specification will indicate that extension of workdays is not a function of the engineering division, but is a matter that must have the attention and approval of the Highway Commission.

We do not question the need for the additional reinforcement. Your case has been quite well documented and we approve the placement as requested. Please exercise your rights under your contract specifications and require that the additional material be placed under the appropriate contract procedures which cover the control of excavation and distribution of excavated materials, which specification states in part:

"...The excavation work and the distribution of the excavated materials shall be so performed that each embankment, each part of each embankment and the backfilling shall be constructed of the particular kind of material ordered by the engineer to be used for it...."

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

TE:jw

Attach.

cc Rogers Construction Company
1176 N. E. Glisan Street
Portland 20, Oregon

C. G. Polk
Forrest Cooper ✓

FORM E-80 50M 2-60 37116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 25, 1960

SUBJECT: Price Agreement No. [illegible]
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Contract No. 5412

To:

Mr. Tom Edwards
Construction Engineer
Salem

There is being submitted herewith for your approval subject price agreement.

This calls for some 30,000 cubic yards of additional selected subgrade material, with the attendent haul, in order to increase the selected subgrade material depth from 1' to 2' between Station 745 and Station 837.

You will note from the context of Resident Engineer Walker's letter, copy attached, that the additional foot of material is necessary for stability. The contractor has agreed to place the additional material at contract prices. However, he has asked concession in the way of twenty additional workdays, the estimated time it will take in which to place this additional material.

We recommend approval of the order and would like to have a teletype advising us as to your approval.

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:gb

CONSTRUCTION DIVISION
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FORM 2 90 25M 9 51 87319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
July 25, 1960

SUBJECT:
Proposal to increase selected subgrade
material thickness in area behind
Meacham, Sta. 745 to 837
Deadman Pass - Meacham Section
Old Oregon Trail Highway
Contract No. 5412

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

As I have previously discussed with you, the grading materials as well as the nature of the terain in the area behind Meacham, Sta. 745 to 837, is very poor as far as roadway construction is concerned. The materials encountered in excavation is mainly a very light soil intermixed in the fill areas with a gumbo and clay. In a few of the cuts shallow caps of deterioriated rock has been encountered which has a tendency to disintegrate under the action of the grading equiptment. Below these caps is encountered very wet soils of poor nature with apparent layers of hardpan and poor rock underlaying which cause pockets of water to form, causing spring conditions. We have encountered in most of the dirt areas and especially in the fill sections soils which have evidently been built up throughout the years with fallen trees and debris.

There has been continous soft areas and we have excavated below subgrade in areas as much as 8 to 9 feet, placing drain tile, excavating drain ditches, french draining and backfilling with rock and suitable materials. I estimate that approximatly 35,000 cu. yds. of material has been excavated in these areas.

As for the most part the cuts and fills in this area are shallow and while we are doing everything possible and within reason to eliminate soft areas, it is my opinion that we will still not have a completed roadway which will not be subject to subsidence. Our plans provide for one foot of selected materials to be placed on the top of the subgrade. To add to stability I am proposing that this thickness be increased an additional foot. To do this will entail considerable haul as suitable materialcan only be obtained from the cut at Sta. 740. I have worked out the quantities and haul involved to do this work and according to my calculations approximatly 30,000 cu. yds of excavation will be required, approximatly 169,000 yd. sta. of short overhaul and approximatly 11,600 c-yd. sta. of long overhaul will be necessary. At existing contract bid prices this involves approximatly $ 18,200.00.

It is my opinion that this amount of monies would be well spent to help stabilise this area. I am therefore asking that you give this your consideration and advise me as to whether I may proceed.

As this is a change in specified plans, probably Bureau of Public Roads approval will be necessary as well a an agreement with the contractor.

Attached is a rough sketch of a typical plan along with calculations and haul chart.

John H. Walker
Resident Engineer

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FOR FILING

5412

When replying, refer to:
08-35.8-DA

June 13, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Seeding and Mulching
I-80N-6(14)227, Deadmans Pass-
Meacham Section of the Old
Oregon Trail Highway in
Umatilla County, Oregon

Dear Sir:

Reference is made to your letter dated June 5, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED
FORREST COOPER

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I-80N-6(14)227
5412

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June 5, 1960

Mr. [illegible] C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Deadman Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 5412, in connection with Federal Aid Project No. I-80N-6(14)227.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cash basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $10,000, with Federal participation of $9,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:sw

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I-80N-6(14)227

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#5412

MISC. CONTRACTS and
AGREEMENTS No. 2023

Salem, Oregon
June 3, 1960

Supplemental Throughway Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla, Oregon

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with Umatilla County covering the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Umatilla County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1960

SUBJECT: Supplemental Throughway Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 8/16/56.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

A[illegible]SSION
DATE 8-16-56 Min Page 26910
Floyd Query
Secretary

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FOR FILING

I-80N 6(14)227

5412

June 3, 1960

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County a fully executed copy of a Supplemental Throughway Agreement between the State Highway Commission and Umatilla County covering the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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5412

February 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, three copies of agreement with the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Co.), File R-28783, for easements and railroad work in connection with the Deadmans Pass-Meacham Section, Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

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3412

December 15, 1959

Denver Young
Marion County Sheriff
Courthouse
Salem, Oregon

Gentlemen:

Attached is "Notice of Garnishment" in the Baker County Circuit Court, Ellen Reffett vs. Stanley Reffett.

There are no funds or property in the custody of the Highway Commission belonging to Mr. Reffett.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

Encl.

FORM No. 149—EXECUTION.

Received 9AM 12-[illegible]4-59

In the Circuit Court of the State of Oregon

for the County of Baker

ELLEN REFFETT

Plaintiff

vs.

STANLEY REFFETT

Defendant

No. E-3142

EXECUTION

STATE OF OREGON,

County of Baker } ss.

To the Sheriff of Marion ***County, Greeting:***

Whereas, on the 13th ***day of*** April ***, 19***53***, by consideration of the*** Circuit ***Court of*** Baker ***County, State aforesaid,*** ELLEN REFFETT ***the above named*** Plaintiff ***recovered judgment against*** STANELY REFFETT ***the above named*** Defendant ***for the sum of*** SEVENTY-FIVE AND No/100 -- ***Dollars,*** per month beginning on the 25th day of April, 1953

and the further sum of ***Dollars, damages and costs, which judgment was enrolled and docketed in the Clerk's office of said Court in*** Baker ***County, on the*** 13th ***day of*** April, 1953, which said judgment has been satisfied only thorough October 25, 1953, per certificate of the County Clerk of Baker County, Oregon, attached hereto.

THEREFORE IN THE NAME OF THE STATE OF OREGON, ***You are commanded that out of the personal property of the said*** STANLEY REFFETT ***, or if sufficient cannot be found, then out of the real property belonging to said defendant in your county, on or after the said day of , 19 , excepting such as the law exempts, you satisfy the sum of*** FIVE THOUSAND FOUR HUNDRED SEVENTY-FIVE AND NO/100 ***Dollars, now due on said judgment, with interest at the rate of*** 6 ***per cent per*** annum ***from the*** 25th ***day of*** November ***, 19***53***,*** ~~***and the further sum of***~~ on seventy-five and no /100 dollars per month ~~***Dollars, costs and disbursements,***~~ since said date

and also the costs of and upon this writ, and make due return hereon within sixty days after you receive this writ.

Witness my hand and the seal of said Court on this 9th

ELLEN REFFETT

Plaintiff

vs.

STANLEY REFFETT

Defendant

No. E-3142

EXECUTION

STATE OF OREGON,
County of Baker } *ss.*

To the Sheriff of Marion *County, Greeting:*

Whereas, on the 13th *day of* April*, 19*53*, by consideration of the* Circuit *Court of* Baker *County, State aforesaid,*
ELLEN REFFETT
the above named Plaintiff *recovered judgment against*
STANELY REFFETT
the above named Defendant *for the sum of*
SEVENTY-FIVE AND No/loo -- *Dollars,*
per month beginning on the 25th day of April, 1953

and the further sum of *Dollars, damages and costs, which judgment was enrolled and docketed in the Clerk's office of said Court in* Baker *County, on the* 13th *day of* April, 1953, which said judgment has been satisfied only thorough October 25, 1953, per certificate of the County Clerk of Baker County, Oregon, attached hereto.

THEREFORE IN THE NAME OF THE STATE OF OREGON, *You are commanded that out of the personal property of the said* STANLEY REFFETT*, or if sufficient cannot be found, then out of the real property belonging to said defendant in your county, on or after the said day of , 19 , excepting such as the law exempts, you satisfy the sum of* FIVE THOUSAND FOUR HUNDRED SEVENTY-FIVE AND NO/100 *Dollars, now due on said judgment, with interest at the rate of* 6 *per cent per* annum *from the* 25th *day of* November*, 19*53*,* ~~*and the further sum of*~~ on seventy-five and no /100 dollars per month ~~*Dollars, costs and disbursements,*~~ since said date

and also the costs of and upon this writ, and make due return hereon within sixty days after you receive this writ.

Witness my hand and the seal of said Court on this 9th *day of* December*, 19*59.

Seal

Grant A. Young ***County Clerk.***

By ***Deputy.***

No. E-3142

In the Circuit Court
of the State of Oregon

For Baker County

ELLEN REFFETT

vs.

STANLEY REFFETT

EXECUTION
(FORM No. 149)

To the Sheriff of

Marion County

Returnable in Sixty Days

Judgment	$ 5475.00
Interest	1012.00
Clerk's Fees	
Sheriff's Fees	
Trial Fees	
Attorney's Fees	
Disbursements	
This Writ, Etc.	
Commissions on $	
Sheriff's Fees on this Writ	
TOTAL - - - - - - -	$

Judgment rendered April 13, 19 53

This writ issued at the instance of

William L. Jackson Attorney

for Ellen Reffett Hamilton

Filed .... 19....

.... Clerk.

By .... Deputy.

819 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Marion } ss.

I Hereby Certify That the within Execution is a true and correct copy of the original, and the whole thereof.

Denver Young Sheriff.

By .... Deputy.

.... Sheriff.

By .... Deputy.

SHERIFF'S RETURN

STATE OF OREGON,
County of............ } ss.

I HEREBY CERTIFY that I received the within Execution on the............*day of*............*, 19*......

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............*Sheriff.*

By............*Deputy.*

No. E-3142

In the Circuit Court
of the State of Oregon

For Baker County

ELLEN REFFETT

vs.

STANLEY REFFETT

EXECUTION
(FORM No. 149)

To the Sheriff of
Marion County
Returnable in Sixty Days

Judgment	$ 5475.00
Interest	1012.00
Clerk's Fees	
Sheriff's Fees	
Trial Fees	
Attorney's Fees	
Disbursements	
This Writ, Etc.	
Commissions on $	
Sheriff's Fees on this Writ	
TOTAL - - - - - - -	$

Judgment rendered April 13, 19 53

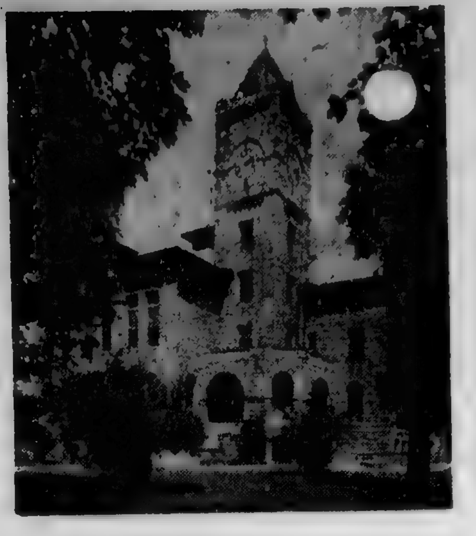
This writ issued at the instance of William L. Jackson Attorney for Ellen Reffett Hamilton

Filed............, 19......
............Clerk.
By............Deputy.

818 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Marion } ss.

I Hereby Certify That the within Execution is a true and correct copy of the original, and the whole thereof.



GRANT A. YOUNG,
COUNTY CLERK

BAKER COUNTY
BAKER • OREGON

December 2, 1959

I, Grant A. Young, County Clerk in and for Baker County, State of Oregon do hereby certify:

That a judgment for $75.00 per month as child support was entered in the case of Ellen Reffett vs. Stanley Reffett (case #E3142), On November 10, 1953 said judgment was satisfied up to and including the payment due on October 25, 1953 by an Court Order in the case of State of Oregon vs. Clyde Stanley Raffett. case #135.

Said Judgment is entered in Book H, page 225 of Judgments.

Given under my hand and seal this 2nd day of December, 1959

Grant A Young
Grant A. Young, County Clerk
Baker County, Baker, Oregon

RECEIVED

1959

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-80N-6(14)227

When replying, refer to:
5412 08-35.5

408 State Highway Bldg.
Salem, Oregon

October 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Forrest Cooper

Re: Deadmans Pass-Meacham Section
Old Oregon Trail-Umatilla County
I-80N-6(14)227

Dear Sir:

Reference is made to your letter of October 2, 1959, same subject.

We have examined the maps and descriptions inclosed and find them acceptable. We hereby approve the proposed exchange of easements.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

[illegible]

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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AUG 12 1959

FOR FILING

[illegible]

[illegible]

August [illegible], 1959

Oregon State Highway Commission

Gentlemen:

At 3 p.m., August 6, 1959, approval was granted for a 35-mile-per-hour construction speed zone in the vicinity of Emigrant Springs Park on the Deadman Pass-Meacham Section of the Old Oregon Trail, between M.P. 232.65 (Engineer's Station 605) and M.P. 234.83 (Engineer's Station 720). Your approval of this speed zone is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

AUG 1 - 1959

FOR FILING

I-C 1-82-6(14)227

542

August 3, 1959

Eastern Oregon Electric Coop.
Power Line Adjustment
Deadmans Pass-Meacham Section
Project 1-82-6(14)227
Old Oregon Trail Highway
Umatilla County

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

At the request of Mr. Wright of your organization, we submit the following additional information:

The power line was constructed in 1949 by the Coop. to serve the Meacham area. To reduce the amount of clearing required, the Coop. used the route of the PT & T toll cable which had been built in 1923 and removed in 1944. The Coop. obtained a quit claim deed by letter from PT & T for the use of this easement. The State purchased the park area in 1929 and did not clear the easement at that time or subsequently. At the time the power line was constructed, the Coop. also obtained blanket easements from the property owners in the vicinity, and a permit from the State Highway Department for the route through the park and along the highway in other locations.

When our locating engineer made an estimate on the job, it was assumed that the permit would be the controlling right, and that the Coop. would be allowed access to the line from any part of the highway. On this basis, the only work to be done at State expense was the adjustment of 4 crossings. However, a change was made in the restrictions of access for utility companies, and this required the relocation of the entire line southeasterly of Station 710. After the information was submitted to Mr. DeGouse of our Legal Division, he determined that the easement obtained by PT & T in 1923 was still in effect, and held precedence over the permit obtained in 1949 from the Highway Department. Thus it became the obligation of the Highway Department to reimburse the Coop. for the relocation of the main line between Stations 605 and 710. The service lines in the park area (Sta. 605 to 710) were not on the old PT & T easement, so were to be adjusted at the expense of the Coop.

The increased amount of relocation required between Stations 710 and 815, and the fact that the State and not the Coop. was required to relocate the main line through the park caused the actual estimate of cost on the project to be considerably larger than the original estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

CB:bb

cc: Tom Edwards
J. W. Nash
C. H. Maison

RECEIVED
AUG 5 - 1959
FOR FILING
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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-39.5

408 State Highway Bldg.
Salem, Oregon

July 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: Utility Adjustment
Deadman's Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County
Project I-80N-6(14)227

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and the Eastern Oregon Electric Co-op Association, dated December 16, 1958, January 13, 1959, and June 8, 1959, and the formal contract dated June 17, 1959.

A State determination of the quantities and value of salvaged materials should accompany or be made a part of the State's claim for reimbursement.

Very truly yours,

C. G. Polk
Division Engineer

By:
R. H. Cowan
District Engineer

Porter
File

19

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JUL [illegible] 1959

FOR FILING

I 80N-6(14)227

5412

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Contract No. 5412
Umatilla County
Project No. I-80N-6(14)227

Dear Sir:

Herewith are three copies of the contract between the Eastern Oregon Electric Co-op Association and the Wilson Construction Co. in connection with adjusting power lines on the subject project. One copy has the signatures of the parties to the contract and two are conformed copies.

A breakdown of the work chargeable to the State and to the Co-op is attached to the contract. Also, Sheet 5 in the contract gives the unit value of materials to be salvaged. The amount of salvage will be determined by inventory.

Authorization to proceed with this work was approved in your letter dated June 12, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

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JUN 16 1959
FOR FILING

I 80N-6(14)227

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

5412

408 State Highway Bldg.
Salem, Oregon

June 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227,
Deadmans Pass-Meacham Section,
Old Oregon Trail Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustment of the Eastern Oregon Electric Co-op Association's power lines on the subject project by negotiated contract with Wilson Construction Company, in accordance with the provisions of PPM 30-4.

Your letter of June 10, 1959 requested approval of the agreement between the State and Co-op. As this contract with Wilson Construction Company involves expense that is the obligation of the Co-op, it will be necessary for them to submit an estimate of the work chargeable to the State and also to show any salvage or credit before we can approve the agreement.

Very truly yours,

C. G. Polk
Division Engineer

Edw Porter

By: E. H. C
E. H. Cowan
District Engineer

RECEIVED
JUN 15 1959
FOR FILING

I 80N-6(14)
227
5412

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
[illegible]

408 State Highway Building
Salem, Oregon

June 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227
Deadmans Pass-Meacham Section
Old Oregon Trail Highway

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the Pacific Telephone & Telegraph Company and the State dated May 22 and May 26, 1959 covering the adjustment of the company's lines on the above project.

Authorization to proceed with the above work was granted on June 2, 1959 in accordance with PPM 30-4.

Very truly yours,

C. C. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
District Engineer

Ed Porter

RECEIVED
JUN 15 1959

FOR FILING

I-80N-6(14)227

5412

A

Gen. File

Re: File 08-35.5
Deadman Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(14)227

June 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On June 10, 1959, one copy of the proposed contract between Eastern Oregon Electric Cooperative Association and Wilson Construction Company.

We are enclosing corrected estimate sheets Nos. 21, 32-(a), 36 and 37 with a copy of the letter received from Robert Welty, Consulting Engineer. These sheets are to replace the same numbers originally submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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JUN 11 1959
FOR FILING
I-80N-6(14) [illegible]

Gen. Files

A

5412

June 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: File C8-35.5
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County
Contract No. 5412
Project No. I-80N-6(14)227

Dear Sir:

Your letter of January 16, 1959, approved the adjustment of the Eastern Oregon Electric Co-op Association's power lines on the subject project by negotiated contract with Wilson Construction Company.

We are submitting herewith one copy of the contract with sketch and detail work sheets. Additional copies will be submitted as soon as the contract has been signed and forwarded to the State.

Approval of the agreement between the State and the Co-op and the proposed contract with authorization to proceed with the power lines adjustment as of this date is requested.

It is necessary that this work be done at once to keep construction going and your early consideration and approval will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

Enc.

A

RECEIVED
JUN - 8 1959
FOR FILING

I-80N-6(14)227

5412

June 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(14)227
File 08-35.5

Dear Sir:

Herewith are three copies of the estimate and sketch for the adjustment of additional facilities of the Pacific Telephone and Telegraph Company on the subject project. Authorization to include this work was approved in your letter of June 2, 1959.

This completes the agreement with the Company for the additional adjustment of its facilities.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

RECEIVED
JUN - 9 1959
FOR FILING

June 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing for construction on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 5412, in connection with Federal Aid Project No. I-80N-6(14)227.

This work is necessary for the routing and guidance of traffic. This order will not relieve the contractor from his responsibility to provide warning signs, barricades and lights for the protection and safety of the traveling public and workmen.

The directional signs will remain in place, or in revised locations as directed by the Engineer, for the present grading contract and for the paving contract which is still to be awarded. There are several locations where the traffic will be detoured off and back onto construction areas making the signing rather complex.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-80N-6(14)227

5412 When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227
Deadmans Pass-Meacham Section of
the Old Oregon Trail Highway

Dear Sir:

Our letter of October 20, 1958, granting you authority to proceed with the adjustment of the Pacific Telephone and Telegraph Company line at Station 889+40 is hereby amended to include the relocation of additional poles between Stations 629 and 635, as stated in your letter of May 28, 1959.

When received, please submit the usual sketch map and estimate to substantiate the additional amount of $3460.00, in accordance with the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
District Engineer

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 29 1959
FOR FILING

I [illegible]7

5412

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Deadmans Pass-Meacham
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(14)227

Dear Sir:

Herewith are four copies of Assistant Counsel's letter regarding additional facilities of the Pacific Telephone and Telegraph Company which must be moved on the above project.

The work involves the relocation of six poles of the Pendleton-LaGrande toll line to clear for construction of the frontage road between Stations 629 and 635. The poles carry four or five cross arms and two cables.

The estimate of cost for this additional work is $3,460.00.

Please return one copy of the attached letter noted to indicate approval and inclusion of this work in the original agreement submitted to you on December 9, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

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FOR FILING

I-80N 6(14)227

5412

March 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 29, 1958, on Contract No. 5412, Deadmans Pass-Meacham Section in Umatilla County in connection with Federal Aid Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
[illegible], MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

FORM E-123 5M 10-56
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I-80N-6(14)227

5412

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mar. 23, 1959

Rogers Const. Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5412, awarded Feb. 17, 1959, for grading on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
MAR 5 1959
FOR FILING
I 80N-6(14)227
5412

March 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 5412, in connection with Federal Aid Project No. I-80N-6(14)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

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I-80N-6(14)227

When replying, refer to

08-35.4-0

5412

February 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-80N-6(14)227, Deadman's Pass-Meachan Section of The Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 5412 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $1,658,362.50 at the October 21, 1958 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
C. H. PROCTOR

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OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 20 1959
FOR FILING

6(14)227

F412

February 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Deadmans Pass-Meacham Section of the Old Oregon Trail (Interstate Route 80 N) in Umatilla County, Project I-80N-6(14)227, to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $1,658,362.50 submitted on October 21, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

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FEB 18 1959
FOR FILING

[illegible]

5412

February 17, 1959

Rogers Construction Co.
11760 N.E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for grading the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, east of Pendleton, Umatilla County, for the sum of $1,658,362.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5412.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 17, 1959

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Contract for Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County, for which you submitted low bid on October 21, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files

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FEB 6 1959
FOR FILING
OREGON DISTRICT

I-80N-6(14)227

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

3412

When replying, refer to:
08-35.4

February 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Deadmans Pass-Meacham
Project I-80N-6(14)227

Dear Sir:

In reply to your letter of January 19, we do not wish to approve construction of snow fence on a grading project due to the uncertainties involved in the proper location of the fence. This work can be included in the paving project.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Copies to Edwards
& Probert 2/5/59.

NOTED
FORREST COOPER

RECEIVED
FEB - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 29 1959
FOR FILING

I-80N-6([illegible])

54.2

January 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have taken bids on the Deadmans Pass-Meacham project for grading only. The contract has not as yet been awarded. Clearing has started, with indications now appearing that erection of snow fence would be advantageous in certain locations. This fence was not included in the project bid items.

We have recently completed the Emigrant Hill-Deadmans Pass project, which did include the item of snow fence; however, due to several circumstances, the major one being the contractor's selection of quarry sites which removed possible drift areas, we had some snow fence which, while called for on the plans, would be of questionable value and it was therefore not erected. Its placement, in our judgment, would have constituted waste of funds. We have been able to negotiate a price agreement with the contractor, Rogers Construction Company, who has both contracts, to erect the fence thus unused on the Deadmans Pass-Meacham project. He has quoted a price based on his exact bid price for the Emigrant Hill-Deadmans Pass project, plus the additional labor costs which he will incur as a result of the union agreement effected after last year's strike.

We seek your approval of this procedure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

TE:jw fn

cc Mr. W. C. Williams
Mr. Tom Edwards

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JAN [illegible]
FOR FILING
I-80N-6(14)227

5412 When replying, refer to
08-35.5

January 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227
Deadman's Pass-Meacham Section of
The Old Oregon Trail Highway
Adjustment of Power Lines

Dear Sir:

Reference is made to our letter of January 16, 1959, approving your request to adjust the power lines by contract. The letter should be corrected to indicate approval of Oregon Project I-80N-6(14)227, Deadman's Pass-Meacham Section of The Old Oregon Trail Highway rather than I-80N-3(7)74, Rowena-Chenoweth Creek Section of the Columbia River Highway.

Very truly yours,

C. G. Polk
Division Engineer

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FORREST COOPER

RECEIVED
JAN 16 1959
FOR FILING

I-80N-6(14)227

5412

January 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter describing revisions to be made in the Eastern Oregon Electric Coop. Assn. power lines on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Project I-80N-6(14)227, and establishing the obligation of the State to pay for certain portions of the work.

We are also enclosing three copies of a letter from the cooperative requesting permission to negotiate a contract for the work with Wilson Construction Co. As stated in this letter, the cooperative has neither equipment nor personnel to do this work. For several years, Wilson Construction Co. has done the construction work for the cooperative, and is at present employed on a project.

Authorization to do the line revision by contract, under a negotiated contract between the cooperative and Wilson Construction Co., is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
DEC 10 1958
FOR FILING

I-80N-6(14)227

5412

December 9, 1958

Mr. C. H. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with adjusting the facilities of the Pacific Telephone and Telegraph Company on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Project No. I-80N-6(14)227.

This completes the agreement in accordance with the provisions of PPM 30-4. Authorization to proceed with this work was approved as of October 30, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:mw

RECEIVED
[illegible] 1958
FOR FILING

OREGON DISTRICT 80N-6(14)227

5412

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.5

October 30, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227
Deadmans Pass-Meacham Section of
The Old Oregon Trail Highway

Dear Sir:

Authorization is hereby granted to proceed as of October 30, 1958, with the necessary adjustment of the Pacific Telephone & Telegraph lines at Stations 489+70 and 889+40 on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

[illegible]

NOTED
FORREST COOPER

RECEIVED
OCT 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1958
FOR FILING

I-80N-6(14)227

5412

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes required revisions of the Pacific Telephone and Telegraph Company's lines on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Project No. I-80N-6(14)227, and establishes the obligation of the State to reimburse the Company for portions of the revisions.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

P

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I SUN 6(14)237

5412.

Salem, Oregon
October 27, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2023

Throughway Agreement
Deadman's Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Mr. C. G. Swenson
City & County Relations Dept. Engr.,
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Umatilla County covering the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Umatilla County.

Secretary

FH
Attach: 1

FORM E-30 90M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1958

SUBJECT: Throughway Agreement
Deadman's Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 8/16/56.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Oct 10, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE Aug. 16/56
Vol. 41 - Part 2 - Page 26873 - P4
H. B. Glaisyer Secretary

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FOR FILING
I-80N-6(14)227

5412

R

October 27, 1958

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County a fully executed copy of a Throughway Agreement between the State Highway Commission and Umatilla County covering the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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OCT 27 1958
FOR FILING

I-80N-6(4)2 7

5412

October 24, 1958

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your bid in the amount of $1,658,362.50 for grading on Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, which was the low bid received for that job on October 21, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

K

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OCT 9 1958
FOR FILING

I 80N-6(14) 2 2 [illegible]

5412

October 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: 08-35.2-D

Dear Sir:

Reply is made to your letter of October 1 concerning the shed roof section for use on the Deadman's Pass-Meacham grading.

Our standard section has a sloping shoulder on both sides of the shed roof paving section which carries the water away from the pavement, eliminating the major part of the movement of water across the pavement as suggested in your letter. Further, the current type of maintenance is such that snow and snow pack are removed from the entire travel surface and shoulder area. Any shady spots are kept well sanded. The normal automobile is so constructed and aligned as to drive properly on a crown sloping from left to right. Shed roofing of sections for one-way travel on the sections sloping from right to left we believe to be uncomfortable and in fact, adverse to normal safety practice due to the tendency of the vehicles to lead to the left. Since the pavement to which you refer will be dry a greater portion of the year, we would recommend you reconsider your request and approve the shed roof section as proposed.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jc:ar

cc to: Forrest Cooper
Tom Edwards

RECEIVED

FOR FILING

I-80N-6(14)227

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

5412 When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(14)227 (new)
I-82-6(14)227 (old)
Deadman's Pass-Meacham Sec.,
Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
1958
FOR FILING

I-80N-6(14)227

5412

October 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

To substantiate our claim that a part of the Deadmans Pass-Meacham Project (Project No. I-80N-6(14)227) is over nontaxable Indian land and therefore eligible for 100 per cent federal aid participation, we submit the enclosed statement (three copies) signed by Louis Breuninger, Superintendent of the Umatilla Indian Agency.

Trust patented Indian lands are nontaxable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

STATEMENT OF OWNERSHIP OF INDIAN LANDS ON DEADMANS PASS-MEACHAM SECTION

OREGON FEDERAL-AID PRIMARY HIGHWAY PROJECT

Station to Station	Name	Allotment No.	Description Twp. 1 N., R. 35 E.W.M.	Status	Length in Feet
426+75 to 431+95	(Louise Sampson) (Matilda Sampson) (Chester Sampson) (Eleanor Sampson) (Laurence Sampson) (Simon Sampson)	684	NW¼ of SE¼, Sec. 6	Trust Patent	520
431+95 to 446+03	Arthur Parr	842	NE¼ of SE¼, Sec. 6	Trust Patent	1,408
446+03 to 460+70	Phillip Shillal	889	W½ of SW¼, Sec. 5	Trust Patent	1,467
460+70 to 476+35	(Francis Shillal) (Phillip Shillal)	890	E½ of SW¼, Sec. 5	Trust Patent	1,565
476+35 to 484+45	Saashunwace	892	SW¼ of SE¼, Sec. 5	Trust Patent	810

I HEREBY CERTIFY that the status of allotments in the Umatilla Indian Reservation is correct as shown above.

Date 10/3/58

Louis Bruning
Superintendent

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OCT 21 1958
FOR FILING

OREGON DISTRICT
I-5[illegible]227

5412

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.2-D

10.9

October 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-82-6(14)227
Deadman's Pass-Meacham Grading

Dear Sir:

In our review of the plans for the subject project we note that a one-way crown or "shed roof" section is proposed for use on tangent sections. This project is located in a mountainous area where winter snowfall is relatively heavy and we believe that a one-way crown will cause increased icing on tangents from melting snow running across the road and freezing at night.

We recommend use of a two-way crown on tangents for this project and also for future projects in areas of heavy snowfall.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

CONSTRUCTION DIVISION
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OFFICE OF
[illegible] ENGINEER

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OCT 21 1958

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I 80N-6(14)227

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1958

SUBJECT: Throughway Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

To: G. S. Paxson
Ass't State Highway Engineer

526

OFFICE

Attached hereto, are six copies of the above entitled agreement as per your request of August 18, 1958.

Our delay in completing the same was due to a change that had to be made in some of the paragraphs and also obtaining the necessary maps to accompany the agreement.

L I Lindas

L. I. LINDAS
Chief Counsel

LIL:mmb
Att.

RECEIVED
OCT [illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

9/26/58
John Graham took the two approved copies. Pauline

RECEIVED
SEP 26 1958
STATE [illegible]

NOTED
G. S. PAXSON

RECEIVED
SEP [illegible]
FOR FILING

When replying, refer to:
08-35.4
I 80N-6(14)227
54D

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Deadman's Pass - Meacham
Oregon Project I-80N-6(14)227

Dear Sir:

In reply to your letter of September 15, 1958, we will approve your request for receiving bids for the subject project at your contemplated letting October 21, 1958, reserving the right to defer the contract award for not to exceed 120 days.

We would suggest that the proposed special provision "Time of Award of Contract and Submission of Contract for Execution" be expanded to describe the reasons for the change from 45 days to 120 days.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

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FOR FILING

I 80N-6(4) . . 7

5412

September 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On account of conditions obtaining in connection with the Deadman Pass-Meacham Grading Project, it appears advisable to call for bids considerably in advance of the completion of rights of way acquisition. Accordingly we request your consent to our receiving bids for the project at our contemplated letting of October 21, reserving to the State the right to defer the contract award not to exceed 120 days.

The conditions that make such arrangement advisable are:

1. The site of the project will be covered with snow from about November 15 to April 15.

2. Acquisition of rights of way has been prolonged by the fact that a very small portion of the total is owned by Indians under guardianship of the Federal Government. We can have rights of entry to all other portions of the right of way by November 1, but the acquisition of the seven parcels of Indian land involved is a complicated procedure which we expect may not be completed before January or February.

3. If bids are received in October as planned, the contract can be awarded in February and the work will be underway by April 15 or May 1.

4. If bids are not called for before snowfall, the receipt of bids will have to be delayed to May of next year, with work getting underway by June 15 or July 1.

In view of the shortness of the working season in this area, we feel that advantage should be taken of the time that can be gained by the early taking of bids which we propose.

Copy of the clause to be included in the special provisions to extend the time within which the award of contract may be made is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

Time for Award of Contract and Submission of Contract for Execution:

The time of "45 days from the date of the opening of proposals", which is specified in the proposal form and in the Standard Specifications as the time within which the proposals are subject to acceptance and as the time within which the award of contract shall be made and the contract and bond shall be submitted to the contractor for execution, is hereby changed to "120 days from the date of the opening of proposals".

RECEIVED
SEP 4 - 1958
FOR FILING

I-80N-6(14)227

5412

Salem, Oregon
September 4, 1958

BPR authorization to proceed with
acquisition of rights of way

Mr. R. L. Porter
Right of Way Engineer
Office

As of August 29, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Deadmans Pass-Meacham Section of the Old Oregon Trail Highway (Interstate Route 80N) in Umatilla County. Length 9.55 miles. Prefix 30-2501.

S. H. Probert
Office Engineer

SHP:cr

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AUG 1[illegible] 1958
FOR FILING
I-80N-6(14)227

5412

Salem, Oregon
August 18, 1958

Mr. Leonard I. Lindas
OFFICE

Throughway Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Attached is a draft of an agreement covering the subject named project. Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of the exhibit will be furnished by County and City Relations Division.

G. S. Paxson
Assistant State Highway Engineer

Att.

JDG:mm

cc: Tom Edwards
C. G. Swenson

RECEIVED
JUL 1958
FOR FILING

I-80N-6(14)227

5412

July 23, 1958

Oregon State Highway Commission

Gentlemen:

On July 15 a meeting was held in Pendleton re the routing of Interstate 80N between Deadmans Pass and Meacham. No opposition developed at the meeting, and you will shortly be furnished a transcript of the hearing by the Secretary.

It is my recommendation that the survey be adopted and authority granted for the purchase of right of way. I am attaching a sketch map on which details are shown.

The matter will be on the agenda for your consideration at the meeting July 31-August 1.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

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JUL 25 1958
FOR FILING

I-80N-6(14)227

$41.2

July 23, 1958

Oregon State Highway Commission

[redacted]

On July 15 a meeting was held in Pendleton re the routing of Interstate 80N between Deadmans Pass and Meacham. No opposition developed at the meeting, and you will shortly be furnished a transcript of the hearing by the Secretary.

It is my recommendation that the survey be adopted and authority granted for the purchase of right of way. I am attaching a sketch map on which details are shown.

The matter will be on the agenda for your consideration at the meeting July 31-August 1.

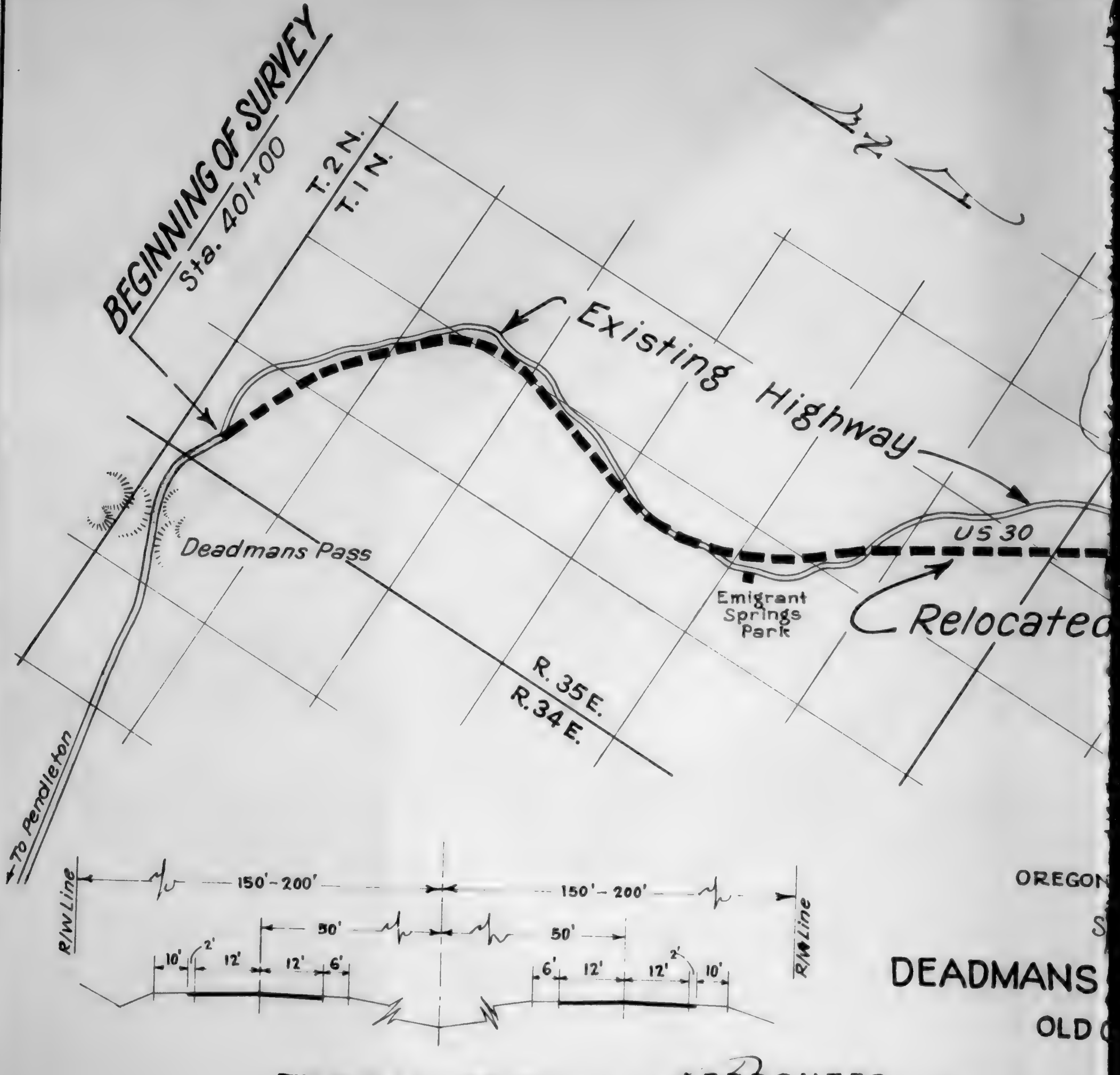
Very truly yours,

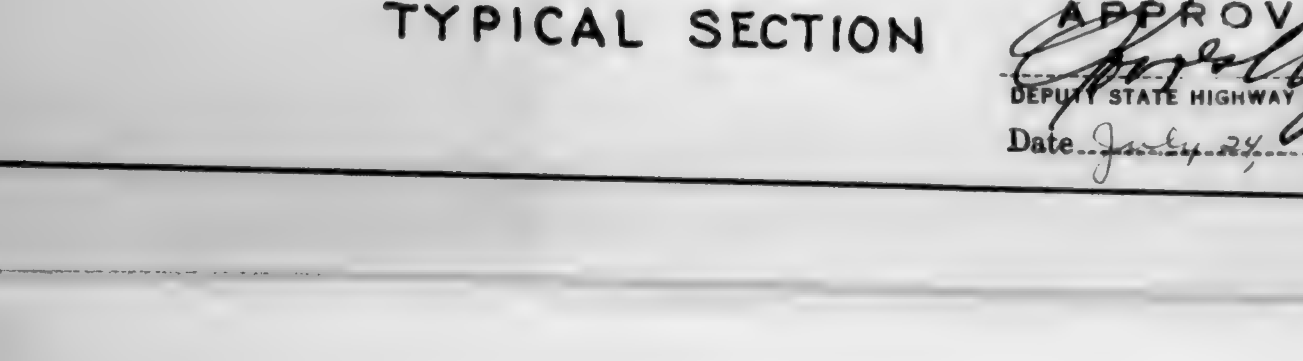
W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn


BEGINNING OF SURVEY
Sta. 401+00
T. 2 N.
T. 1 N.
Existing Highway
US 30
Deadmans Pass
Emigrant Springs Park
Relocated
R. 35 E.
R. 34 E.
To Pendleton


R/W Line
150'-200'
150'-200'
50'
50'
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2'
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6'
12'
12'
2'
10'
R/W Line

TYPICAL SECTION

OREGON

S

DEADMANS

OLD

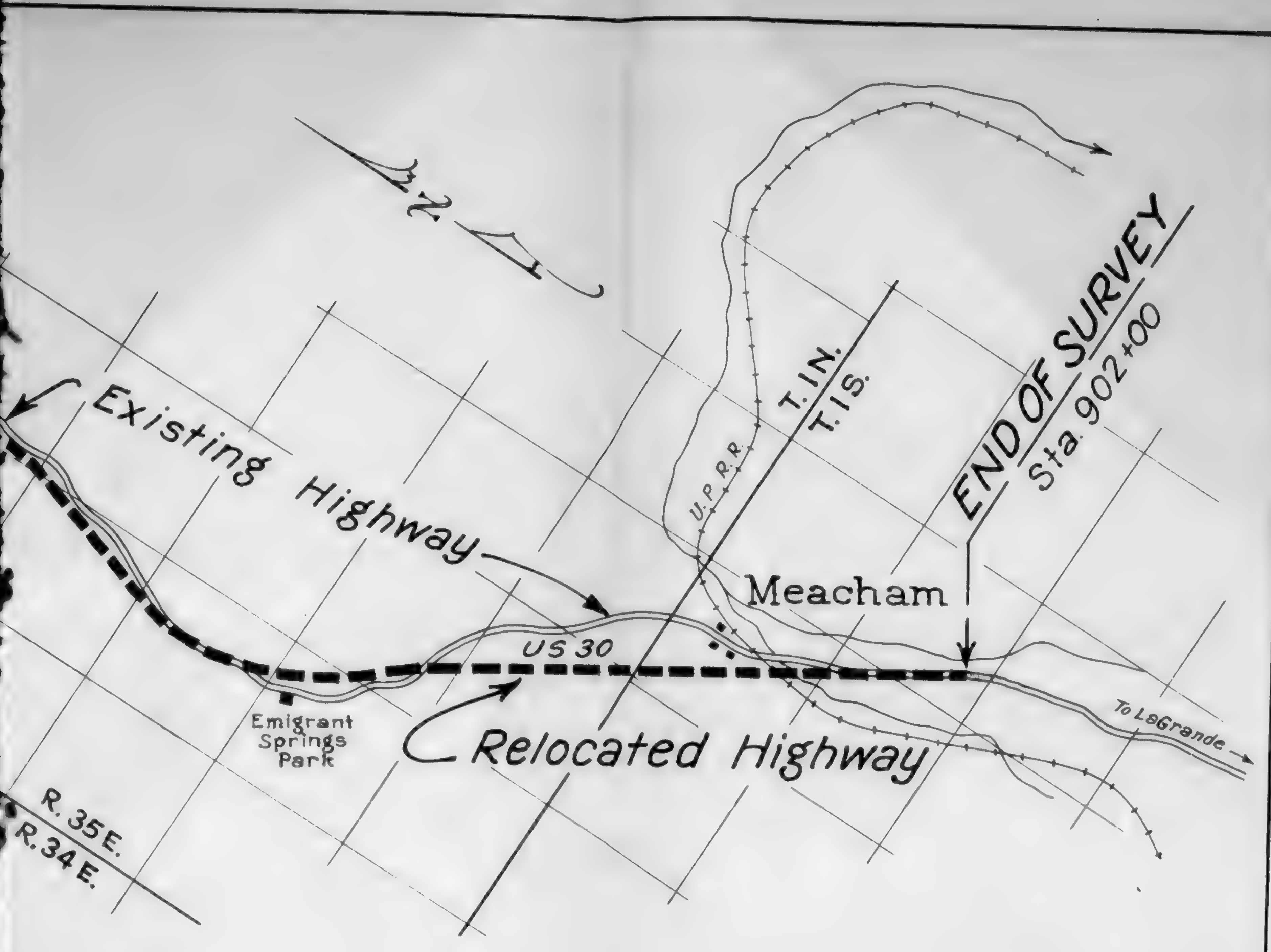
APPROVED

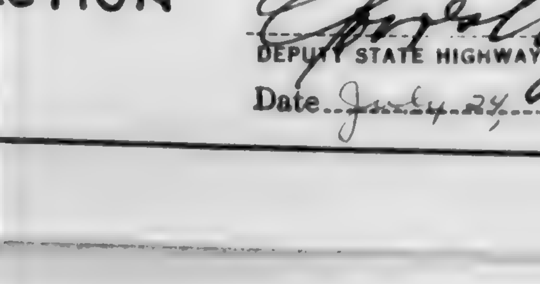
DEPUTY STATE HIGHWAY ENGINEER

Date July 24, 1958

Scale 1" = 1 Mi.

For Details


Existing Highway
US 30
Relocated Highway
Emigrant Springs Park
Meacham
U.P.R.R.
T.1N.
T.1S.
END OF SURVEY
Sta. 902+00
To LaGrande
R.35E.
R.34E.


150'–200'
50'
6'
12'
12'
2'
10'
R/W Line

ECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

DEADMANS PASS-MEACHAM SECTION

OLD OREGON TRAIL HIGHWAY

UMATILLA COUNTY

Scale 1" = 1 Mi. Dwg. No. 1R-5-1134 April, 1958

For Details See Dwg's No. 8B-8-6 & 7 Feb. 1958

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date July 24, 1958

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1958

SUBJECT: Survey Approval Map
Deadmans Pass-Meacham Section
Old Oregon Trail Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven copies of the above named survey approval map.

A hearing on this section was held on July 15th and I suppose a transcript of this hearing will be presented to the Commission.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

NOTED
FORREST COOPER

RECEIVED
JUL 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Public Hearing Concerning Proposed Relocation of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway

July 15, 1958

The meeting was held in the Umatilla County Courthouse in the City of Pendleton and was called to order at 2:00 p.m. by Mr. W. C. Williams, State Highway Engineer. In addition to State Highway, Bureau of Public Roads, and County personnel, there were approximately twenty other interested persons, some of whom spoke concerning the proposed project.

WILLIAMS: The law requires a public hearing when the re-routing of a federal interstate highway is changed whether it be in the rural or urban areas. The hearing is intended for any interested people to express their views, either pro or con. It will be recorded and the transcript will be studied by the State Highway Commissioners and the officials of the Bureau of Public Roads to determine whether this routing shall be selected and made the ultimate route of the interstate system. Later, we will call on anyone that has anything to say, pro or con. We would ask that you come up somewhere near the front and talk so the people in the audience can hear you and so that your voice can be picked up on the microphone. In order that you may know who is here I will introduce our group: I am W.C. Williams, Chief Engineer of the Oregon State Highway Commission; Forrest Cooper on my left who is the Deputy State Highway Engineer; Mr. Tom Edwards, Construction Engineer; your own Mr. A. F. Parson, Division Engineer for this area with headquarters at La Grande; the Locating Engineer who made this survey or was in charge of it, Mr. Jack Hiatt from the office at La Grande; at the recorder is Floyd Query, Assistant Secretary for the State Highway Commission; at the end of the table is Mr. L. C. Jensen, Area Engineer for the United States Bureau of Public Roads from the division office in Salem; and of course you know your own two county commissioners, Mr. Hayes and Mr. Kelley. That is our group. Now, to start this, I will ask our Construction Engineer, Mr. Edwards, to step to this map and he will explain in general what the plan is. After he has made that explanation, then the hearing will be open to discussion. We will ask anyone of you who wants to be heard to raise your hand so that I can call on you one at a time. First, we will have the explanation by Mr. Edwards. We would much appreciate it if you will refrain from any questioning en masse until you make your own appearance. At this time any questions you have will be in order.

EDWARDS: At this end of the map we have Deadman's Pass. This is the end of the project and is under construction now. The yellow represents the roads that are in place. The narrow yellow represents existing roads and they're here, here, and here into Meacham and across the bridge. The red represents the proposed location schematically with reference to the existing road. For the sake of clarity on the map at this side these lines are apt to be quite broad and there may be some little discrepancy but they represent the position of the lines with respect to each other. Now the green represents existing roads which are in the country either private or semi-private and shows the method of crossing them under the proposed freeway. These three are under Emigrant Springs. At Emigrant Springs Park there will be two interchanges at the point where the old road now crosses, that will be the new location. We have eight connections so that we have a continuous circuit of the old road all the way through. At this point where it crosses we are going to construct a complete interchange here. This is a four-lane divided highway. If you wish to go to any place in here you come up here and get off at the Deadman's Pass interchange, follow the old road around through here, or if you're going into this area you get off here, here, or down here and come back. I believe that about covers the layout. I might explain to you some of the features of it. It starts at an elevation of 3550 at the end of construction at Deadman's Pass up to about 3850 and then varies in elevation between 3750 and 3850 throughout this area with wide rolling breaks.

WILLIAMS: I would like to ask~~e~~ Mr. Hayes for an expression from the County Court.

HAYES: I don't think we have anything to offer at this time. To me it looks very feasible and it's sure a wonderful highway. Do you have anything to say, Roscoe?

KELLEY: No, other than to say it's alright with me.

WILLIAMS: Alright, we will throw it open to discussion from the floor. Who would like to do that? Yes, will you come up to the front, please, and give your name.

MRS. CROW: Mrs. John Crow. I just wanted to ask if there will be approximately six underpasses.

WILLIAMS: Seven.

MRS. CROW: Then could you tell me approximately about what mile post each one is on?

WILLIAMS: We don't have the mile posts indicated on this map, I'm sorry. But each one of those squares on that map is a mile. I believe you can quite readily determine by comparison of the markings how far they are apart.

MRS. NIELSEN: I'm Mrs. Nielsen, Mrs. Harold Nielsen, and you say those are underpasses there?

WILLIAMS: All but one, one just west of Meacham is an overcrossing.

MRS. OGLE: I'm Mrs. John Ogle and I have a cabin up there, I think it's in Section 17, three quarters of a mile this side of Emigrant Springs. We have a road to go into where our cabin is and I'm just wondering how we'd get up over this highway or under the highway or what.

WILLIAMS: It will take you under the new road to a connection to the Bend highway the same as you have now.

MRS. OGLE: It will. Because I know we have a road that goes in from the highway, or an approach road through there, three quarters of a mile off the road as well as three quarters of a mile this side of Emigrant Springs. I'm just wondering how we'd get into our camp.

COOPER: What is the description of your property? Do you have it there?

MRS. OGLE: Yes, I have.

COOPER: Could you read it, please?

MRS. OGLE: East 1/2 southwest 1/4 of Section 17, Township 1 North, Range 35 east, west meridian.

WILLIAMS: Those things merely tie into existing roads.

MRS. NIELSEN: I have another question. What is the situation of the old road? Will the old road be maintained?

WILLIAMS: Yes. We will have to maintain the old road to serve as a frontage road for the residents along the old road.

MRS. NIELSEN: Just like it has been.

LOREN ALLISON: I'm Loren Allison. I was just wondering as to the distance involved there. Whether it's going to be on the existing right of way in that area just west of Emigrant Springs. Is it contemplated to stay within the present right of way or where it would be.

WILLIAMS: There may be a few fragments. We have that wide timber reservation, in general we have sufficient.

ED ROSS: My name is Ed Ross and I am interested in this stuff in here. Now in here I presume that is coming over the old viaduct, the present viaduct, and there will be a loop there and that this one here would be some sort of viaduct or what?

WILLIAMS: Another one.

ROSS: Another one. And the third viaduct would be on the red line.

WILLIAMS: No.

ROSS: On the red line?

WILLIAMS: Existent. One there.

ROSS: One there. I just wondered about the particular thing here. You see here would be your existent viaduct here.

Mr. Williams left the room to make a phone call and Mr. Cooper took over in his place. He explained that the transcript of the hearing would be presented to the Highway Commission and they would select the route to be used. Mr. Loren Allison inquired if there is to be an underpass near Emigrant Springs Park. Mr. Cooper replied that a turnoff would be provided from the existing road. As no one else desired to speak the meeting was adjourned at 2:20 p.m.

I-80N-3(9)61 Hood R. - Shogren Sec. 1959
of Col. R. Hwy. (Grad.)
#5413

Contract 5413 State

RECEIVED
FEB 7 - 1963
2-19
FOR FILING

Monthly transaction number	PR-2A U.S. DEPARTMENT OF COMMERCE (-57) BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River & Wasco
5413		Project number I-80N-3(9)61

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 19 62, is hereby modified as follows:

Revised estimated total cost of project	$ 589,096.00
Revised Federal funds	$ 536,692.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1 day of February, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stew

Asst. State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

January 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Hood River-Shogren Section, Project No. I-80N-3(9)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

RECEIVED
DEC 31 1962
FOR FILING

N·3(9)61

5413

December 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher for the Hood River-[illegible] Section, Project No. I-80N-3(9)62 in the amount of $21,992.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DAR:mab

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FOR FILING

Contract 5413

State

Monthly transaction number
16-38

Project report number
I-80N-3(9)61
5413

F R-2A
(5 -57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Hood River & Wasco

Project number
I-80N-3(9)61

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **574,075.00**
Revised Federal funds	$ **528,000.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **4** day of **October**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter

Ass't **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
Division Engineer.

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

October 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Hood River-Shogren Section, Project No. I-80N-3(9)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:lt

Enc.

September 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Hood River-Shogren Section, Project No. I-80N-3(9)61.

The estimate has been revised to include work which was retained in P.S. & E. status.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

Federal-Aid
Project No. I-80N-3(9)61

Oregon State Highway Department

HOOD RIVER-SHOGREN SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate as a basis for modification of project agreement. Revised to include work retained in P.S. & E. status. Based on low bid prices, etc.)

Salem, Oregon, September 18, 1962

Type Code 0010
Roadway (Sta. 1235+00 to Sta. 1557+00)(Contract No. 5413)

Removal of Traffic Separators	1,010	lin.ft.	$ 0.20	$ 202.00
Drainage Excavation, Unclass.	34	cu.yds.	12.00	408.00
Embankment in Place	574,000	cu.yds.	0.86	493,640.00
Sprinkling	570	M-gals.	3.50	1,995.00
Finishing Roadbed and Slopes	6.02	miles	1200.00	7,224.00
12-inch Concrete Pipe	10	lin.ft.	5.00	50.00
18-inch Corrugated Metal Pipe	110	lin.ft.	5.10	561.00
24-inch Corrugated Metal Pipe	22	lin.ft.	8.00	176.00
36-inch Corrugated Metal Pipe	34	lin.ft.	16.50	561.00
42-inch Corrugated Metal Pipe	100	lin.ft.	16.70	1,670.00
				$506,487.00
Signing	All Required			1,000.00
Flagging (57½% of Contractor's Costs)	All Required			4,000.00
Work by Pacific Power and Light Co.	All Required			3,100.00
Work by U.P.R.R. Company	All Required			7,300.00
	Subtotal			$521,887.00
	10% Engr. & Cont.			52,188.00
	Total			$574,075.00

Length of Roadway	6.023 Miles
Length of 3 Structures	0.057 Mile (Exceptions)
Total Length	6.080 Miles
Cost of Roadway Per Mile	$95,313.79

Federal Funds	$528,000.00
State Funds	46,075.00
	$574,075.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

HOOD RIVER-SHOGREN SECTION

PROJECT NO. I-80N-3(9)61

Estimated costs of work by Pacific Power and Light Company.

Materials		$ 924.96
Labor		1,320.13
Equipment		162.20
R.O.W. Easement		500.00
Overhead		321.12
Salvage Credit		102.00 Cr.
		$3,126.41
	USE	$3,100.00

Estimated costs of work by O.W.R.R. & N. Company.

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines		$7,360.00
	USE	$7,300.00

RECEIVED
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5413

Form Approved, Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING 3	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. I N-3(9)61 7 5413	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Wasco**
		PROJECT NO. **I-80N-3(9)61**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 From 0.5 mi. E. of Hood River, E.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-4-58	6.023
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 566,045.00	$ 520,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By ______________________
ASSISTANT **State Highway Engineer**
(Title)
By ______________________
(Title)
By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **A. W. Parsons**
(Division Engineer)
By: L. R. Backlund
Administrative Manager
Date executed by Division Engineer **August 14, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Hood River-Shogren Section, Project No. I-80N-3(9)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

RNC:mmb

July 24, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hood River-Shogren Section, Project No. I-80N-3(9)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

Federal-Aid
Project No. I-80N-3(9)61

Oregon State Highway Department

HOOD RIVER-SHOGREN SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1962

Type Code 0010
Roadway (Sta. 1235+00 to Sta. 1557+00) (Contract No. 5613)

Removal of Traffic Separators	1,010 lin.ft.	$ 0.20	$ 202.00
Drainage Excavation, Unclass.	34 cu.yd.	12.00	408.00
Embankment in Place	574,000 cu.yd.	0.86	493,640.00
Sprinkling	570 M-gal.	3.50	1,995.00
Finishing Roadbed and Slopes	6.02 mile	1200.00	7,224.00
12-inch Concrete Pipe	10 lin.ft.	5.00	50.00
18-inch Corrugated Metal Pipe	110 lin.ft.	5.10	561.00
24-inch Corrugated Metal Pipe	22 lin.ft.	8.00	176.00
36-inch Corrugated Metal Pipe	34 lin.ft.	16.50	561.00
42-inch Corrugated Metal Pipe	100 lin.ft.	16.70	1,670.00
			$506,487.00
Signing	All Required		1,000.00
Flagging (57½% of Contractor's Costs)	All Required		4,000.00
Work by Pacific Power & Light Co.	All Required		3,100.00
	Subtotal		$514,587.00
	10% Engr. & Cont.		51,458.00
	Total		$566,045.00

Length of Roadway - - - - - - 6.023 Miles
Length of 3 Structures- - - 0.057 Mile (Exceptions)
Total Length- - - - - - - - 6.080 Miles
Cost of Roadway Per Mile- - $93,980.57

Federal Funds -	$530,700.00
State Funds -	35,345.00
	$566,045.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in PS & E Status

Description	Total Cost	Federal Funds
Work by UPRR Company	$8,030.00	$7,300.00

HOOD RIVER–SHOGREN SECTION

PROJECT NO. I-80N-3(9)61

Estimated costs of work by Pacific Power and Light Company.

Materials	$ 924.96
Labor	1,320.13
Equipment	162.20
Right-of-way Easement	500.00
Overhead	321.12
Salvage Credit	102.00 Cr.
	$3,126.41
USE	$3,100.00

Estimated costs of work by OWR & N Company.

Furnish labor and material for temporary and permanent Rearrangement of signal and communication lines	$7,360.00
USE	$7,300.00

Federal Aid
Project No. I-80N-3(9)61

Oregon State Highway Department

HOOD RIVER-SHOGREN SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 1, 1958

Type Code 0010
Roadway (Sta. 1235+00 to Sta. 1557+00)

Drainage Excavation, Unclassified	40 cu. yds.	$3.00	$ 120.00
Embankment in Place	574,000 cu. yds.	0.86	493,640.00
Sprinkling	570 M-gal.	3.00	1,710.00
Finishing Roadbed and Slopes	6.02 miles	1,000.00	6,020.00
12-inch Concrete Pipe	30 lin. ft.	2.50	75.00
15-inch Concrete Pipe	66 lin. ft.	3.50	231.00
18-inch Corrugated Metal Pipe	110 lin. ft.	5.50	605.00
24-inch Corrugated Metal Pipe	22 lin. ft.	8.00	176.00
36-inch Corrugated Metal Pipe	34 lin. ft.	14.50	493.00
42-inch Corrugated Metal Pipe	100 lin. ft.	20.00	2,000.00
Concrete Inlets, Type "G-2"	2 only	100.00	200.00
			$505,270.00
Flagging (57½% of Contractor's Costs)	All Required		4,000.00
Work by Pacific Power and Light Co.	All Required		10,000.00
	Subtotal		$519,270.00
	10% Engr. & Cont.		51,927.00
	Total		$571,197.00

Length of Roadway - - - - - - - - - - 6.023 Miles
Length of 3 Structures- - - - - - - - 0.057 Mile (Exceptions)
Total Length- - - - - - - - - - - - 6.080 Miles
Cost of Roadway Per Mile- - - - - - $94,835.96

Federal Funds -	$527,000.00
State Funds -	44,197.00
	$571,197.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(9)61

HOOD RIVER-SHOGREN SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 8, 1958

Type Code 0010
Roadway (Sta. 1235+00 to Sta. 1557+00)

Removal of Traffic Separators	1,010	lin. ft.	$ 1.25	$ 1,262.50
Drainage Excavation, Unclassified	34	cu. yds.	3.00	102.00
Embankment in Place	574,000	cu. yds.	.86	493,640.00
Sprinkling	570	M-gals.	3.00	1,710.00
Finishing Roadbed and Slopes	6.02	miles	1,000.00	6,020.00
12-inch Concrete Pipe	10	lin. ft.	2.50	25.00
18-inch Corrugated Metal Pipe	110	lin. ft.	5.50	605.00
24-inch Corrugated Metal Pipe	22	lin. ft.	8.00	176.00
36-inch Corrugated Metal Pipe	34	lin. ft.	14.50	493.00
42-inch Corrugated Metal Pipe	100	lin. ft.	20.00	2,000.00
				$506,033.50
Flagging (57½% of Contractor's Costs)	All Required			4,000.00
Work by Pacific Power and Light Co.	All Required			10,000.00
		Subtotal		$520,033.50
		10% Engr. & Cont.		52,003.35
		Total		$572,036.85

Length of Roadway	6.023 Miles	
Length of 3 Structures	0.057 Mile	(Exceptions)
Total Length	6.080 Miles	
Cost of Roadway per Mile	$94,975.40	

Federal Funds -	$528,000.00
State Funds -	44,036.85
	$572,036.85

Federal Aid
Oregon State Highway Department Project No. I-80N-3(9)61

HOOD RIVER-SHOGREN SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate revised to include work by the O.W.R.R. and N. Company (Western Union). Not as a basis for project agreement.)

Salem, Oregon, April 14, 1959

Type Code 0010
Roadway (Sta. 1235+00 to Sta. 1557+00)(Contract No. 5413)

Removal of Traffic Separators	1,010	lin. ft.	$0.20	$ 202.00
Drainage Excavation, Unclassified	34	cu. yds.	12.00	408.00
Embankment in Place	574,000	cu. yds.	0.86	493,640.00
Sprinkling	570	M-gals.	3.50	1,995.00
Finishing Roadbed and Slopes	6.02	miles	1,200.00	7,224.00
12-inch Concrete Pipe	10	lin. ft.	5.00	50.00
18-inch Corrugated Metal Pipe	110	lin. ft.	5.10	561.00
24-inch Corrugated Metal Pipe	22	lin. ft.	8.00	176.00
36-inch Corrugated Metal Pipe	34	lin. ft.	16.50	561.00
42-inch Corrugated Metal Pipe	100	lin. ft.	16.70	1,670.00
				$506,487.00
Signing	All Required			1,000.00
Flagging (57½% of Contractor's Costs)	All Required			4,000.00
Work by Pacific Power and Light Co.	All Required			10,000.00
Work by Western Union (O.W.R.R. & N. Co. Agreement)	All Required			400.00
	Subtotal			$521,887.00
	10% Engr. & Cont.			52,188.70
	Total			$574,075.70

Length of Roadway	6.023 Miles
Length of 3 Structures	0.057 Mile (Exceptions)
Total Length	6.080 Miles
Cost of Roadway Per Mile	$95,313.91

Federal Funds	$530,000.00
State Funds	44,075.70
	$574,075.70

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477 Cottage Street N.E.
Salem, Oregon

September 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. H. Young, Office Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-80N-3(9)61, Hood River-Shogren Section, and
I-80N-2(23)61, UPRR Overcrossing (Hood River)

Two conformed copies each of agreement dated September 15, 1961 and supplemental agreement dated April 3, 1962, between the State and the Union Pacific Railroad Company, in connection with the above projects, were forwarded with your August 28 letter.

We have examined these agreements and they appear satisfactory. They are hereby approved as of this date. All copies are being retained for our files.

Since the original agreement covered work done previous to the later requirement that rates be established for flagging, it did not include this information. However, these costs were set up in a letter from the Union Pacific Railroad Company, dated June 13, 1961. Copies of that letter are attached to both agreements.

original To Young
9-13-62

NOTED
R. L. PORTER

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AUG 29 1962

FOR FILING

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5413

August 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies each of agreement File No. 16935, dated September 15, 1961, and supplement agreement File No. 16935, dated April 3, 1962, with the Union Pacific Railroad Company relative to construction of the Hood River-Shogren Section, Project No. I-80N-3(9)61 and the UPRR O'xing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1961

SUBJECT:

To: Forrest Cooper
Building

The check from Gibbons & Reed in the amount of $2,582.06 referred to in the attached letter covered payment for railroad flagging charges that was not deducted from their final estimate on contract No. 5413.

C H Maison
C. H. Maison
Auditor

CHM:hs

RECEIVED
NOV 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

CONTRACTORS

GIBBONS & REED COMPANY
General Office — Salt Lake City, Utah

REPLY TO:
825 WEST 9TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY 10, UTAH
Telephone ELgin 9-8641

October 26, 1961

State Highway Department
State Highway Building
Salem 10, Oregon

Attention: W. C. Williams
State Highway Engineer

Reference: Your letter dated September 20, 1961 regarding
railroad damages, contract No. 5413,
Hood River - Shogren Section
Columbia River Highway

Gentlemen:

Enclosed herewith is our voucher check No. 51433 in the amount of $2,582.06 in payment of Oregon State Highway invoice No. 71490 covering claim for damage to Union Pacific Railroad Company.

Yours very truly,

GIBBONS AND REED COMPANY

Wm A. Wells
William A. Wells

WAW:ab
Enc
cc: Adrian V. Toolson

Madison

Check # 51433 — $2,582.06
Sent to Acct. Div.
C.H.
10/27/61

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OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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5413

September 20, 1961

Gibbons and Reed Company
P. O. Box 4087
Portland 13, Oregon

Re: Railroad Damages-Contract No. 5413
Hood River-[illegible] Section
Columbia River Highway

Gentlemen:

Please refer to my letter of November 12, 1959, which authorized the release of your final payment on State Highway Contract No. 5413, with the understanding that you or your insurer would reimburse the Union Pacific Railroad Company for damages to their facilities.

The Union Pacific Railroad Company has submitted a bill which includes the items chargeable to the contractor under the terms of the contract. Since this bill will be paid by the Highway Department, we would appreciate your check in the amount of $2,582.06, which represents your share of the bill as determined by a review of the Union Pacific Railroad Company's daily records.

Attached is our invoice in the above amount and a copy of the railroad billing. The items included in the invoice are noted on the bill as the contractors obligation.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

Forrest Cooper
Deputy State Highway Engineer

[illegible]

Attachment

cc: Continental Casualty Company
Howard House, Agent
910 Broadway Building
Portland, Oregon

Rathbone, King & Sealey
Board of Trade Building
Portland, Oregon
Re: Lloyds policies L61163,
L61164, L60821

cc: R. L. Porter
C. H. Maison

RECEIVED
15 1961
FOR FILING

P M Stephenson

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5413

August 14, 1961

Mr. C. O. Polk, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Power Pole Line
Koberg Beach Wayside
Project I-80N-3(9)61

Dear Sir:

Through a cooperative agreement now being processed, the Highway Commission would have the Pacific Power & Light Company extend their facilities to provide electrical power to the Koberg Beach Wayside.

In the agreement under "Things to be done by State", there is a paragraph which reads as follows:

"Upon application by Company, State shall grant Company a permit to operate and maintain said distribution facilities along the route as shown by a green line on the attached Exhibit "A". Said permit shall allow Company access to the pole southerly of the highway from the main travelled portion of the highway, and access to the pole northerly of the right of way of the highway from the said Koberg Beach Wayside. Said permit shall continue only for so long as Company, its successors and assigns, are engaged in supplying electric service to said Koberg Beach Wayside".

The location of the pole on the southerly side of the highway would normally be in violation of the policy governing utilities on Interstate Highways. It is our belief, however, that the pole line would be exempt from this policy, considering the line will be a service connection to a State Park serving as a rest area on an Interstate Highway, and the policy clearly states it does apply to utility lines for servicing facilities required for operating an Interstate Highway.

In the permit we would condition the access to the pole, as established in the foregoing paragraph quoted from the agreement, to the extent that access from the main highway lanes would be granted for construction and maintenance purposes on that particular pole only and further that on each occasion when access is necessary, clearance shall be obtained from the Highway District Maintenance Superintendent in whose district the installation is located.

Would you please advise us at your earliest convenience if the

NOTED
P. M. STEPHENSON

foregoing will meet with your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by, R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dh

cc: Mr. P. M. Stephenson
Mr. Alfred Shirley, Jr.
Mr. L. H. Warfield
Mr. Carl Williams

RECEIVED
[illegible]
STATE [illegible] ENGINEER

RECEIVED
AUG 31 1961
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UNITED STATES VERNMENT

Memorandum

U.S. I ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: August 30, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-3(9)61
Koberg Beach Wayside

Your request to issue a permit to Pacific Power & Light Company to provide electrical power, Koberg Beach Wayside, as mentioned in your August 14, 1961 letter, is approved.

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
FEB -5 1960
FOR FILING

[illegible]

February 4, 1960

Dick & Dick
Attorneys-at-Law
5th & Washington
The Dalles, Oregon

Attention: Mr. R. L. Dick

Gentlemen:

This is in reply to your letter of February 1 concerning an automobile accident which occurred in March, 1959, 0.9 mile east of Mosier on US30.

It appears that the contractor doing the work in that area was Gibbons & Reed Company, P. O. Box 4989, Portland 13. This job was for grading the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, which was awarded on March 4,1959, completed August 26, 1959, and accepted by the State Highway Commission November 5, 1959.

As requested, we are attaching a copy of Contract #5413 covering this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

February 1, 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

I represent two people who were injured in an automobile accident just East of Mosier, Oregon, on U. S. 30. The accident, among other things, involved a flagman and construction work being performed there in the month of March, 1959. The accident occurred 9/10ths of a mile East of Mosier. The company doing the construction work was constructing the fill on the straight stretch of highway between the railroad overpass and the Mosier ✓ overpass. I have conflicting information as to the name and address of the company. I would appreciate it if ✓ you could forward to me the proper name of the company and its address doing that work and a copy of the State's contract with them. Upon receipt of your statement we will forward to you whatever charge there is for a copy of the contract.

Yours truly,

Roger L. Dick

RLDlpp

(Jerry Apple)
Gibbons & Reed Constr. Co. 5410
P.O. Box 1959
Portland Oregon

RECEIVED
FEB 3 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 3, 1959

I-80N-3(4)61			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5413	**7 Final**	**Gibbons & Reed Co.**	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29415	**110720**	$ **16,372.64**	**12-1-59**

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **140 workdays from March 14, 1959**

Time Extensions: **None of record**

Completion Date: **August 26, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **UPRR damage claim to facilities. No amount stated. No request from surety to withhold funds.**

Remarks:

Date: **December 3, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC - 4 1959 jc

jc

A

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NOV 19 1959
FOR FILING
J CA 319121
313

November 18, 1959

Continental Casualty Company
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract #5413 for grading the Hood River-Shogren Section of the Columbia River Highway in Hood River-Wasco Counties was completed by the contractor, Gibbons and Reed Co., on August 26, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $16,372.64 will be released to the contractor on or after November 30, 1959. The total contract amount is $545,754.66, of which amount $11,870.47 represents force account items.

As you were previously notified, there is a claim that is pending by the Union Pacific Railroad Company.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Continental Casualty Co.,
Howard Wesse, Agent
910 Broadway Bldg.,
Portland, Oregon

Mr. Williams

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FOR FILING

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NOTED
W. C. WILLIAMS

November 16, 1959

Hood River-Shogren
Contract No. 5413
I 80N-3(9)61

FINAL COST ANALYSIS
Grading
Contractor: Gibbons & Reed Co.
Resident Engineer: Glen A. Starkey

Columbia River Hwy.
Prefix 614-1040-201(41)

5413

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Removal of Traffic Separator	1,001	Lin. Ft.	0.20	0.157	157.52	200.20
2. Drainage Excav., Unclass.	10.88	Cu. Yd.	12.00	9.04	98.35	130.56
3. Embankment in Place	609,970.5	Cu. Yd.	0.86	0.755	460,319.73	524,574.63
4. Sprinkling	155.2	M-Gal.	3.50	3.13	485.96	543.20
5. Finish R.B. & Slopes	6.02	Miles	1,200.00	1,186.41	7,142.21	7,224.00
7. 18" Corr. Metal Pipe	62	Lin. Ft.	5.10	4.74	294.18	316.00
8. 24" Corr. Metal Pipe	8	Lin. Ft.	8.00	7.10	56.78	64.00
9. 36" Corr. Metal Pipe	18	Lin. Ft.	16.50	14.97	269.46	297.00
10. 42" Corr. Metal Pipe	32	Lin. Ft.	16.70	16.56	530.03	534.40
Force Account (Flagging)					11,870.47	11,870.47
					$481,224.69	$545,754.66

Gross Revenue	$ 545,754.66
Total Cost	481,224.69
Net Profit	$ 64,529.97

Net Profit equals 11.8% of Gross Revenue

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OFFICE OF
[illegible] ENGINEER

DETAIL OF COST - Contract No. 5413

Labor:		
Labor	$ 5,779.23) 160,502.00)	
Labor Insurance	9,530.37) 1,014.91)	
Health and Welfare	3,346.91) 10,435.50)	$ 190,608.92
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	39,718.62	
Equipment Rental, Hired	74,666.96	
Gas, Oil, and Grease	15,080.14	
Bond	2,782.44	
R.R. Bond	991.71	
Move In	7,658.86	
Office Overhead and Telephone	6,820.24	
Safety	918.07	148,637.04
SubContractors:		
Arnold Johnson Hauling	116,762.82	
B.& D. Paving	405.00	
Hood River Sand & Gravel	431.25	117,599.07
Materials:		
Powder	13,346.50	
Pipe	866.76	
Tires	10,166.40	24,324.66
TOTAL COST		$ 481,224.69

Remarks - Contract No. 5413

This was a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for approximately 574,000 cubic yards of embankment in place, finishing of 6.02 miles of roadbed slopes, and various connections and approaches.

The west end of the project is at station 1235+00, which station is located at the east end of the Hood River Interchange. The east end of the project is at station 1557+00, which station is located approximately 1,900 feet west of the Shogren Railroad overcrossing, 1.3 miles east of Mosier. The overall length of the project is 6.08 miles.

The project was bid January 20, 1959 and awarded March 4, 1959. The contractor began clearing, drilling, and springing holes March 14, 1959. Arnold Johnson subcontracted on hauling borrow from Mosier Quarry at $.38 cubic yard embankment. The loading of borrow and compacting of fill was done by prime contractor.

Progress was good, shooting was difficult with both highway and railroad adjacent, slight interruptions in traffic occurred and some damage to railroad facilities. Flagmen were used extensively to protect traffic. Most of heavy equipment was rented and in new condition.

Equipment used on project was: two 2-1/2-yard shovels, four 18-yard Euclid trucks, seven 20-yard trains, three 10-yard end dump trucks, HD-21 with dozer, two D8 with dozers, blade, Ingersol Rand drill, 600 c.f.m. compressor, water wagon, three pickups, service truck, and miscellaneous small tools.

Good supervision and sufficient equipment in good condition contributed to a good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

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RECEIVED
NOV 17 1959
FOR FILING

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5413

November 16, 1959

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

It is our understanding that the Union Pacific Railroad Company has a claim, amount unknown, against Gibbons and Reed Company. This is in connection with damages to the Railroad Company facilities which occurred during the construction of the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, Contract No. 5413.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Howard Wease
910 Broadway Bldg.
Portland, Oregon
Gibbons and Reed Co.
P.O. Box 4989
Portland 13, Oregon
Commission
W. C. Williams
Forrest Cooper

CWH:ms

NOTED ON CARD

November 10, 1959

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Hood River-Seagren Section
Columbia River Highway
Hood River & Wasco Counties
Contract 5413 I-80N-3(9)62

Gentlemen:

It is our understanding that the Union Pacific Railroad Company has a claim against your Company for damages to their facilities that occurred during the construction of the above contract. We have been unable to determine the amount of this claim but we have been advised that the matter is being prepared by the Railroad Company's accounting division in Omaha. Notice of all or a portion of this claim was sent to Continental Casualty Company of Chicago on April 10, 1959 by Mr. G. H. Baker of the Union Pacific Railroad Company, a copy of which was sent to your Salt Lake office.

The final voucher for this contract in the amount of $16,372.64 is enclosed for your signature. This voucher and the subsequent payment is sent to you with the understanding that you and/or your insurer will make payment to the Union Pacific Railroad Co. for this claim when it is presented. This is in conformance with the special provisions for the above contract, see page 14.

Payment of this amount is also subject to the approval of your surety who [illegible] is being notified of the claim.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HLP:bb
cc: Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon
Lloyds policies L61163, L61164, L60821

Ac, please prepare usual letters
F.C.

A

RECEIVED
NOV 17 1959
FOR FILING

J [illegible]

5413

November 12, 1959

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Hood River-Shogren Section
Columbia River Highway
Hood River and Wasco Counties
Contract 5413 I-80N-3(9)61

Gentlemen:

We understand that the Union Pacific Railroad Company has a claim against your company for damages to their facilities which occurred during the construction of the above section of highway. We have not been able to determine the amount of this claim but have recently been advised that a billing is being prepared by the railroad's accounting office in Omaha. Notice of all or a portion of this claim was sent to the Continental Casualty Company of Chicago on April 10, 1959, by Mr. G. H. Baker of the Union Pacific Railroad Company, a copy of which was sent to your Salt Lake office.

Enclosed herewith for your signature is the final voucher, in the amount of $16,372.64, for this contract. This voucher and the subsequent final payment is being delivered to you with the understanding that you or your insurer will reimburse the Union Pacific Railroad Company for this claim when the bill is presented. This is in conformance with the special provisions of this contract, see page 14. Release of final payment is also subject to the consent of your surety who is being notified of this claim.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

cc: Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon
Re: Lloyds policies L61163,
L61164, L60821

cc Mr. C.H. Watson

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RECEIVED
SEP 14 1959
FOR FILING

I 80N-3(6)61

5413

September 11, 1959

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

It is the intention of the State Highway Commission to release to Gibbons and Reed Co., a portion of the funds heretofore retained by the Commission on contract #5413 for grading the Hood River-Shogren Section of the Columbia River Highway in Hood River-Wasco Counties.

This payment, in the amount of $39,909.57, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,372.64. The present payment will be released on or after September 21, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Continental Casualty Co.,
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Howard Wease, Agent
910 Broadway Bldg.,
Portland, Oregon

A

RECEIVED
SEP - 1 1959
FOR FILING

I-80N-3(9)61

5413

September 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1959, on Contract No. 5413, Hood River-Shogren Section, in Hood River and Wasco Counties, in connection with Federal Aid Project No. I-80N-3(9)61.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

Form E-1—(Rev.)-

I-CON-3(8)61
54

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1959

Section Hood River - Shogren
Highway Columbia River County Hood River & Wasco
Contractor Gibbons & Reed Company
Date of contract March 4, 1959
Date work started March 2, 1959
Project authorization $ 586,672.88
Exclusive of engineering $ 544,953.92

Kind of work Grading
Section prefix 614-1040
Contract number 5413
Specified work days 140
Work days used 118
Per cent of time elapsed 84.3 %

Estimated cost of completed project, exclusive of engineering $ 572,351.11
Estimated per cent overrun ~~or underrun~~ 5.03 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 41,718.96
Engineering cost to date $ 31,500.00, 75.5 %
Date project was completed August 26, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor completed the re-installing of Guard Rail, and the cleaning up of all debris on the project, on August 26,1959.

This will be the last weekly report on this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
SEP 1 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed Glenn A. Starkey
Glenn A. Starkey - Resident Engineer
Address P. O. Box 596 Hood River, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.02				
Miles partially completed					
Miles completed	6.02				
Total estimated quantities (contract)	574,000				
Total quantities corrected to date	609,970.5				
Estimated quantities moved or placed to date	609,970.5				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Men	4
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ....,Power Punch 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	0	
Monday	"	"	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

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AUG 25 1959
FOR FILING

[illegible]

5412

August 24, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Hood River-Shogren Section
Columbia River Highway

Dear Sir:

On July 27, 1959, I wrote you requesting early submission of the agreements between the State and Railroad Company covering the Glover-Perry Section in Union County and the Hood River-Shogren Section in Hood River County.

In connection with the last project listed above, our contractor has completed his work and is pressing us for payment of his final estimate. We do not as yet have this agreement, nor do we have any billing from your company covering the flagging and the repair work to your communication lines occasioned by the contractor's work. These are obligations of the contractor, and we must withhold them from his final estimate.

We would appreciate as early receipt of the agreements and the billing for your costs as is possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. R. L. Porter

GSP:ae

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JUL 28 1959
FOR FILING

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5413

July 27, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Glover-Perry Section in Union County and
Hood River-Shogren Section in Hood River County

We have two sections of the Interstate Highway now practically complete. Our expenditures on these sections are approximately $1,500,000. We can not collect our Federal Aid until the agreements between the State and the Railroad Company are executed and delivered to the Bureau of Public Roads.

On the Glover-Perry Section we received a permit of entry on August 20, 1958, and returned this permit approved on August 22, 1958, along with the contract, specifications and plans. On the Hood River-Shogren project, permit of entry was received on March 3, 1959, and returned to you on March 4, 1959. Contract, specifications and plans were forwarded to you on March 5, 1959.

We are quite anxious to make our application to the Federal Government for reimbursement and anything you can do to expedite the preparation of the agreements on the above projects would be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
cc Mr. R. H. Brown
Mr. W. C. Williams
Mr. R. L. Porter

NOTED
G. S. PAXSON

RECEIVED
MAY 11 1959
FOR FILING
I 80N 3(9)61
5412

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 8, 1959

SUBJECT: Hood River-Shogren Section
Columbia River Highway

To:

MEMO TO THE FILES

On April 28th I visited this project in the company of Dean Swift and Glenn Starkey. Discussion was brought forth at this time concerning the following three claims that may be demanded by the contractor, Gibbons and Reed:

Claim No. 1 will be for extra flagmen required plus delays in borrow haul due to a detour of traffic for the East Unit, Shogren-Rowena Section under Contract No. 5200 to Rogers Construction Company. Specifically, we have caused the Columbia River traffic to be detoured at Mosier past Gibbons and Reed's haul road entrance on the Mosier-The Dalles Highway during daylight hours as allowed in Rogers' contract (No. 5200). We have denied this claim for the reason that we are allowed to detour traffic over State highways whenever we may choose and due to the fact that such action was previously planned and made a part of the special provisions on Contract No. 5200. Gibbons and Reed Company were one of the bidders on the East Unit, Shogren-Rowena Section and were well aware of the fact that traffic could and probably would be detoured over the old highway past their quarry road. Further, the quarry was set up only as an acceptable source offered to the contractor and not as a required source. Choice of the source was at the election of the contractor.

Claim No. 2 will be for the destruction of a 4-inch irrigation pipe located in the Mosier State-owned borrow pit. When we acquired this borrow pit under condemnation proceedings, we were required to leave the irrigation pipe existing at that time in place and operative. During operations in the borrow area by the Gibbons and Reed organization, a large talus slide was caused which destroyed said pipe. The contractor was required to replace the pipe so that the user could obtain the necessary irrigation water guaranteed under the terms of our deed. This claim has also been denied on the basis that the contractor is responsible for damage to property due to his actions. (See Articles 1.7.11, 1.7.15, and 1.7.16

of the Standard Specification form.) The pipe line is above ground and was pointed out to the contractor prior to the start of his operations as a pipe line which he would be required to preserve. He also elected to use this source freely without compulsion.

Claim No. 3 may be for a change in typical section subsequent to the date that bids were opened. To date, the contractor has made no reference to this change in typical section. However, we expect that a claim will be advanced at some future date. The change in question involves an area between Station 1479+50 and Station 1482+00. The original section, as shown on the bidding plans, showed this cut section on a ¼:1 slope with a 15-foot fallout. The day after the bids were opened, this section was changed to a normal ditch with a back slope of 1½:1 and then flattened on the top at an elevation 5 feet above the railroad tracks. This change was necessary as a part of the easement agreement with the Union Pacific Railroad, when it was found the service wires could not be maintained with the original section. Under the initial section, the contractor would not have been required to daylight the rock cut 5 feet above the railroad tracks and would consequently have the back of the cut to shoot against and thereby protect the railroad and minimize the danger of rocks being thrown upon the railroad. Under the terms of this contract, the contractor is responsible for all damages to said railroad and for any clean up work necessary following his operations. He may, therefore, be required to exercise more caution while shooting the revised typical section than would be necessary under the original typical section. It is also possible that during the shooting operation in this area he may cause damage to the railroad property which would not have been caused if the section had not been changed. With reference to this claim, we can only proceed under a "wait-and-see" type of action. The contractor may experience no difficulty in performing the excavation under the new plan required and may not submit a claim.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp:jw

cc Forrest Cooper ✓
Bureau of Public Roads
R. L. Porter
Dean Swift
Glenn Starkey

RECEIVED
MAY - 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
1-80N-3(9)61
5413

1-80N-3(9)61

59
April 16, 1969

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three copies of the sketch as prepared by Pacific Power & Light Company covering the proposed relocation of its facilities on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, Project No. I-80N-3(9)61. Authorization to proceed with this work was approved as of January 12, 1959.

This completes the agreement with the Company for work on this section. Please return one copy of the estimate noted to show approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1959
FOR FILING

5413

NOTED
W. C. WILLIAMS

April 13, 1959

Mr. A. V. Toolson
District Manager
Gibbons and Reed Company
6405 N. E. Glisan Street
Portland 13, Oregon

Hood River-Shogren Section
Columbia River Highway
Contract No. 5413

Dear Sir:

Reference is made to your letter of April 3rd concerning anticipated delays to your hauling operations from the State-owned borrow pit at Mosier by reason of detouring traffic past the entrance of this pit, such detouring being incident to construction of the East Unit, Shogren-Rowena Section of the Columbia River Highway.

In connection with this, I must point out that you made a free selection of borrow pits to be used in your embankment construction activities. We are quite sure that you were fully aware of the fact that traffic could and would be routed this way, as you were one of the bidders on the East Unit, Shogren-Rowena Section and must have been familiar with the specification for that job which permitted such routing.

In view of the above, your claim must be rejected.

W.C.W.
The Claim Agent
rides again

Very truly yours,

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
Leonard I. Lindas
Dean Swift
Glenn Starkey

RECEIVED
APR 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

April 8, 1959

SUBJECT: Hood River-Shogren Section
Columbia River Highway

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am enclosing herewith a letter from Gibbons and Reed Company, Contractors on the Hood River-Mosier Section of the Columbia River Highway, to Mr. Glenn Starkey, wherein ground work is being laid for an anticipated claim due to change in traffic pattern on the Mosier-The Dalles Secondary, while Rogers removes the large bluff on their contract near Rowena.

His statement in Paragraph 3 is true, as I cannot remember any mention of this change in traffic; however, if it had been mentioned the basis for claim would still exist in his mind, as this traffic change was not mentioned in his special provisions.

As near as I can tell, this could result in the placing of one additional flagman.

Mr. Starkey is going to watch this operation very carefully and keep a record of any delays that might occur.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. Glenn Starkey

CONSTRUCTION DIVISION
RECEIVED
APR 9 1959
NOTED--☐☐☐☐☐

GIBBONS & REED CO.
CONTRACTORS
8405 N. E. GLISAN
P. O. BOX 4989
PORTLAND 13, OREGON

April 3, 1959

Mr. Glenn A. Starkey, Resident Engineer
Oregon State Highway Department
P.O. Box 596
Hood River, Oregon

Reference:
Contract No. 5413

Dear Sir:

Under the above reference Contract we are doing the grading on the Hood River-Shogren Section of the Columbia River Highway. This contract provides that the state will furnish us borrow in the borrow area right of station 1497 + 00 without charge. The contract further provides that we may secure borrow from other sources of our selection. Other borrow sources were available to us.

Our decision to use the State-controlled source was made only after a thorough analysis of the several available sources. Considerable weight was given to the fact that, at the State-controlled source, the overcrossing structure across the Union Pacific Railroad tracks and the interchange at the Columbia River Highway would eliminate the two major obstacles to our hauling units.

You will remember that we outlined our plan of operation to you and Mr. Swift, the Division Engineer, and reached agreement on this plan. Only then did we commit ourselves to put a three yard shovel in the State-controlled pit and enter into a subcontract agreement with Arnold Johnson for the hauling of the material.

Now we have received information that all of the traffic of the Columbia River Highway is going to be diverted across the Union Pacific Railroad overcrossing and through the interchange. This major change in the long existing traffic flow in this area is certain to cause serious delays to our agreed plan of operation. The intention of your Department to make this change was never revealed to us until now.

Certainly this change is something which is entirely under the control of your Department. It is in direct contravention of our agreed plan of operation. We hope the change is not being instituted arbitrarily or capriciously with disregard for our rights under the contract. For, in accord with the provisions of paragraph 1.9.6 of the Standard Specifications, we intend to make claim for additional compensation to cover our losses occasioned by the change.

When your Department returns the traffic flow in this area to the present routing your interference with our operation will be ended. When this occurs we would like for you to evaluate our request for additional compensation and possibly for an extension of our contract time to cover that part of our increased costs and delays.

Very truly yours,

GIBBONS & REED CO.

A.V. Toolson
District Manager

A

RECEIVED
APR 30 1959

FOR FILING
JUN-2(?)61

5413.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
[illegible]

[illegible] NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 10, 1959

CERTIFIED MAIL -
Return Receipt Requested

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South
Salt Lake City, Utah

(cc - Gibbons & Reed Company
P. O. Box 2429
Salt Lake City 10, Utah)

Gentlemen:

Please refer to Continental Casualty Company Policy No. MC-3321448 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering construction on the Hood River - Shogren Section of the Columbia River Highway, located in Wasco County, Oregon.

In accordance with the above-mentioned policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad communication and signal lines were damaged April 3, 1959 at approximately Railroad Mile Post 67.75 by the operations of State's Contractor, Gibbons & Reed Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this notice.

Yours very truly,

G. H. Baker,
Superintendent

cc: Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Lindes
Please Handle.

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R 9 - 1959
FOR FILING

[illegible]

5413

April 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removal of large rocks at bridge ends on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, Contract No. 5413, in connection with Federal Aid Project No. I-80N-3(9)61.

This work is necessary to permit driving piles for widening the Mosier Creek Bridge. The embankment containing this material was placed under a previous contract.

Removing the oversize rock and backfilling with more suitable material during construction of the embankment under this contract will be much more economical than if done later under the bridge widening contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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I 80N-3(9)61

5413

April 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering temporary signing on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, Contract No. 5413, in connection with Federal Aid Project No. I-80N-3(9)61.

It is necessary that signs for the direction, control and safety of traffic during construction be installed.

This was anticipated, and $1,000 was included in the project authorization to cover it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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MAR 23 1959
FOR FILING

1

COMMISSIONERS

PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

I-80N. 3(9)61

—

5413

Mar. 23, 1959

Gibbons and Reed Co.
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5413, awarded Mar. 4, 1959, for grading on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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FOR FILING

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5413

A

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Hood River-Shogren Section of the Columbia River Highway in Hood River County, Contract No. 5413, in connection with Federal Aid Project No. I-80N-3(9)61.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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MAR 10 1959
FOR FILING

[illegible]

5413

March 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 3, 1959, on Contract No. 5413, Hood River-Shogren Section in Hood River and Wasco Counties, in connection with Federal Aid Project No. I-80N-3(9).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

A

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FOR FILING

I SON 3(7)61

5413

March 5, 1959

Mr. R. N. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5413 and plans for grading work on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties.

In general, the work to be performed under the contract parallels your company's tracks and will not interfere with railroad facilities except for fill encroachments opposite highway Stations 1471+40 to 1482+80 as indicated on Sheet 11 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

RECEIVED
MAR 6 - 1959
FOR FILING
I-80N-3(9)61

5413

AGENDA
MAR 5 1959
NDA-1

March 4, 1959

Gibbons & Reed Company
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 accepted your proposal for grading on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties for the sum of $506,487.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5413.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Seattle, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, c/o Daily Journal of Commerce, Seattle, Washington

NOA
E

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon

March 4, 1959

Gibbons and Reed Company
6405 N. E. Glisan
Portland, Oregon

Contract for grading on Hood River-Shogren Section of Columbia River Highway in Hood River and Wasco Counties for which you submitted low bid on January 20, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
MAR - 5 1959
FOR FILING
I 80N-3(9)-1
5413

A

March 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Hood River-Shogren Section of the Columbia River Highway (Interstate Route 80 N) in Hood River and Wasco Counties, Project I-80N-3(9)61, to Gibbons and Reed Co. of Portland, Oregon, on the basis of the bid of $506,487.00 submitted on January 20, 1959.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Copy of letter from Union Pacific Railway Co. giving right of entry on railroad property affected is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

A

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
MAR - 5 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I 80N-3(9)61 When replying, refer to:
08-35.4-0

5413

March 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been acquired for Oregon Project I-80N-3(9)61, Hood River-Shogren Section of the Columbia River Highway, we hereby concur as of this date in award of Contract No. 5413 to Gibbons and Reed Co. of Portland, Oregon, low bidder in the amount of $506,487.00 at the January 20, 1959 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

[illegible]

RECEIVED
MAR - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR - 4 1959
FOR FILING

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5413

March 4, 1959

Mr. D. F. Wengert
General Manager, Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Mr. Wengert:

This will acknowledge and thank you for the permit of entry on your right of way at approximately M.P. 68.6 near Mosier on the Hood River-Shogren Section of the Columbia River Highway. Attached hereto is a copy of this permit of entry on which Mr. W. C. Williams, State Highway Engineer, has noted his acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. R. H. Brown

Mr. W. C. Williams
Mr. S. E. Probert

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

March 3, 1959

C 315 - 2 - 3

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Our Division Engineer advises that in connection with your request for additional easement and additional slope easement at approximately Mile Post 68.6 near Mosier, Oregon, you have taken bids on the proposed work and must make award of contract on or before March 6th, and that you therefore request authority to enter upon the Railroad's right of way in advance of execution of formal agreement covering. Your proposed entry will also be for the purpose of excavating a portion of the rock ridge at this locality between the track and highway, in order to properly relocate Railroad's joint signal and communication line.

Indicative of our desire to be cooperative with the State Highway Department, you are hereby granted permit of entry on the right of way at the location requested upon the condition that the State will execute customary form of agreement when presented, which agreement shall include provisions for usual insurance and for reimbursement by the State to the Railroad for any expense incurred by the latter. Presentation of satisfactory insurance will, of course, be required before actual entry is made, but with this advance authority, you will be enabled to make award of contract.

To express your agreement and concurrence to the above, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Yours very truly,

D. F. Wengert (sgd.)

Accepted this 4th day of
March, 1959

STATE OF OREGON

By W. C. Williams (sgd.)
State Highway Engineer

A

RECEIVED
MAR - 4 1959
FOR FILING

I-80N-3(9)61
5413

Salem, Oregon
March 4, 1959

Hood River-Shogren Section
Columbia River Highway

Mr. S. H. Probert

Herewith the original of the permit of entry on the Union Pacific Company's right of way near Mosier. Copies of this permit should be furnished the Bureau of Public Roads for their files pending the execution of the formal easement-agreement.

G. S. Paxson

GSP:gm
Encl.

cc Mr. W. C. Williams

A

RECEIVED
MAR - 1 1959
FOR FILING

I-80N 3(9)61

5413

March 4, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In connection with the highway work on your right of way near M.P. 68.6 near Mosier, it would be appreciated if you would give me an estimate of the railroad's reimbursable costs on this section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

RECEIVED
FEB 27 1959
FOR FILING

I 80N-5 [illegible]

5413

February 25, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In checking our records we find that we failed to send you copies of the special provisions and plans for grading work on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, bids for which were received in Salem on January 20, 1959. We therefore are mailing same, under separate cover, as of this date. Copies of the contract will be mailed when contract is awarded.

In general, the work to be performed under the contract parallels your company's tracks and will not interfere with railroad facilities except for fill encroachments opposite highway Stations 1471+40 to 1482+60 as indicated on sheet 11 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

CC: Mr. G. S. Paxson
Mr. J. W. DeScanna

JR:lmw

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FEB 25 1959
FOR FILING

Const
R/W
Col. R. Hwy [illegible]

February 24, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Since it appears that there will be some delay in processing the easements for the work upon your right of way in the Hood River-Shogren Section (application for which was made on November 26, 1958), it would be greatly appreciated if you could give us a permit of entry so that the work might proceed. We received bids on this project on January 20, 1959 and, under the terms of the proposal, our bid must be awarded prior to March 6, 1959 or we will have no further hold on the low bidder.

In this connection, I understand that you are apprehensive of possible damage to your wire lines by blasting in the cut between Highway Stations 1425 and 1445. We will accept billing for flagging or watchmen services which you consider necessary for your protection during our operations. Any normal service of this kind is an obligation of the State; however, should the method by which the contractor conducts his operations necessitate additional protection over and above that which normally would be provided, the cost of such additional protection will be collected from the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

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FEB 26 1959
FOR FILING

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5415

February 24, 1959

Oregon State Highway Commission

Gentlemen:

At 3:30 P.M. on February 4, 1959, 35-mile-per-hour construction speed zone signs were installed on the Hood River-Shogren Section of the Columbia River Highway. The section involved is on the Columbia River Highway, No. 2, between M.P. 63.00 and M.P. 69.00.

Your approval of the above construction speed zone is requested. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:kf:ae

cc to: Mr. F. B. Crandall

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1959

SUBJECT: Construction Speed Zone
Hood River-Shogren Section
Columbia River Highway
US30 - Hwy. No. 2 - M.P. 63.00
to M.P. 69.08

To: P. M. Stephenson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission concerning the establishment of a 35 MPH construction speed zone on the Hood River-Shogren Section of the Columbia River Highway.

F. B. Crandall
Traffic Engineer

VPJ:kf
Attachment
cc: Forrest Cooper

RECEIVED
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NOTED
P. M. STEPHENSON

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1959
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-3(9)61

5413

February 13, 1959

Mr. Ralph Baysinger
Union Pacific Company
Pittock Block
Portland, Oregon

Dear Mr. Baysinger:

I am enclosing a set of plans on the Hood River-Shogren Section of the Columbia River Highway.

This is being sent in conformance with your correspondence with Mr. Paxton requesting aligment in the area. You will note that there is a supplementary sheet to be, which indicates treatment necessary to your tracks in the construction easement area.

Very truly yours,

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:law

Enclosure

cc: Mr. Paxton ✓

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[illegible] PAXTON

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FEB 1 5 1959
Office of
STATE HIGHWAY ENGINEER

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FEB 1 1959
FOR FILING

I-80N-3(9)61

5413

R

February 4, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. Ralph Baysinger

Dear Sir:

Under date of November 21, 1958, I sent you prints showing the requested easement on the Hood River-Shogren Section between your Railroad Stations 1530+58.6 and 1541+27.8. It had been called specifically to my attention that there are two poles within this easement that will have to be moved. I presume that you have taken this into account in processing the application. We will, of course, assume any cost in moving these poles. The poles in question are between your Stations 1539 and 1540.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M. 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1959

SUBJECT: Pole Line Adjustment
Western Union Telegraph Co.
Hood River-Shogren Section
Columbia River Highway
Hood River and Wasco Counties

To: Mr. Glenn Paxson
Ass't State Highway Engineer
Office

We are sending to you for further handling four prints showing the present location of two poles near Station 1480 on the above section.

These poles must be relocated due to conflict with the present construction of the highway. No money was included in the project authorization for this work.

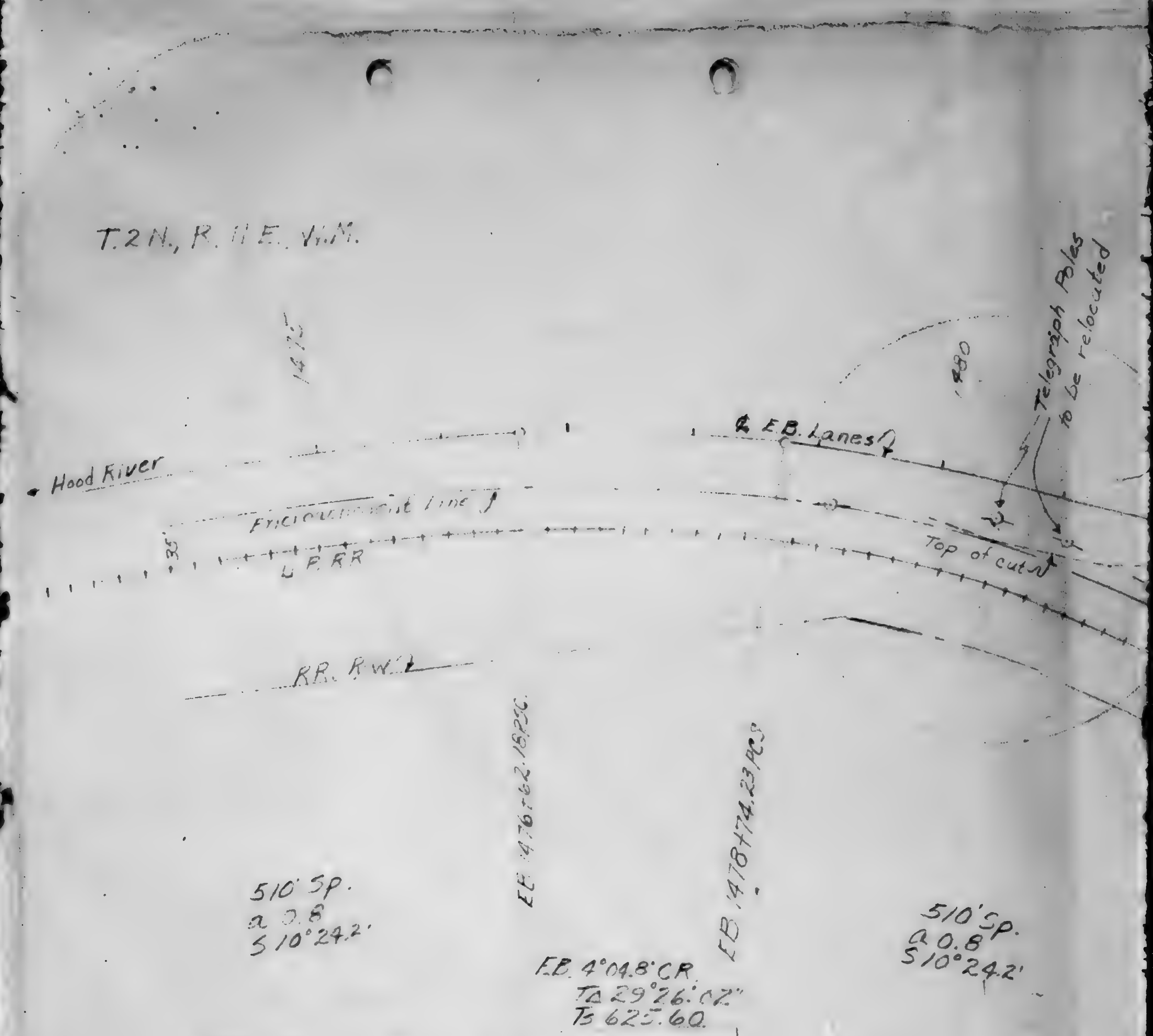
Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

CHB:jw

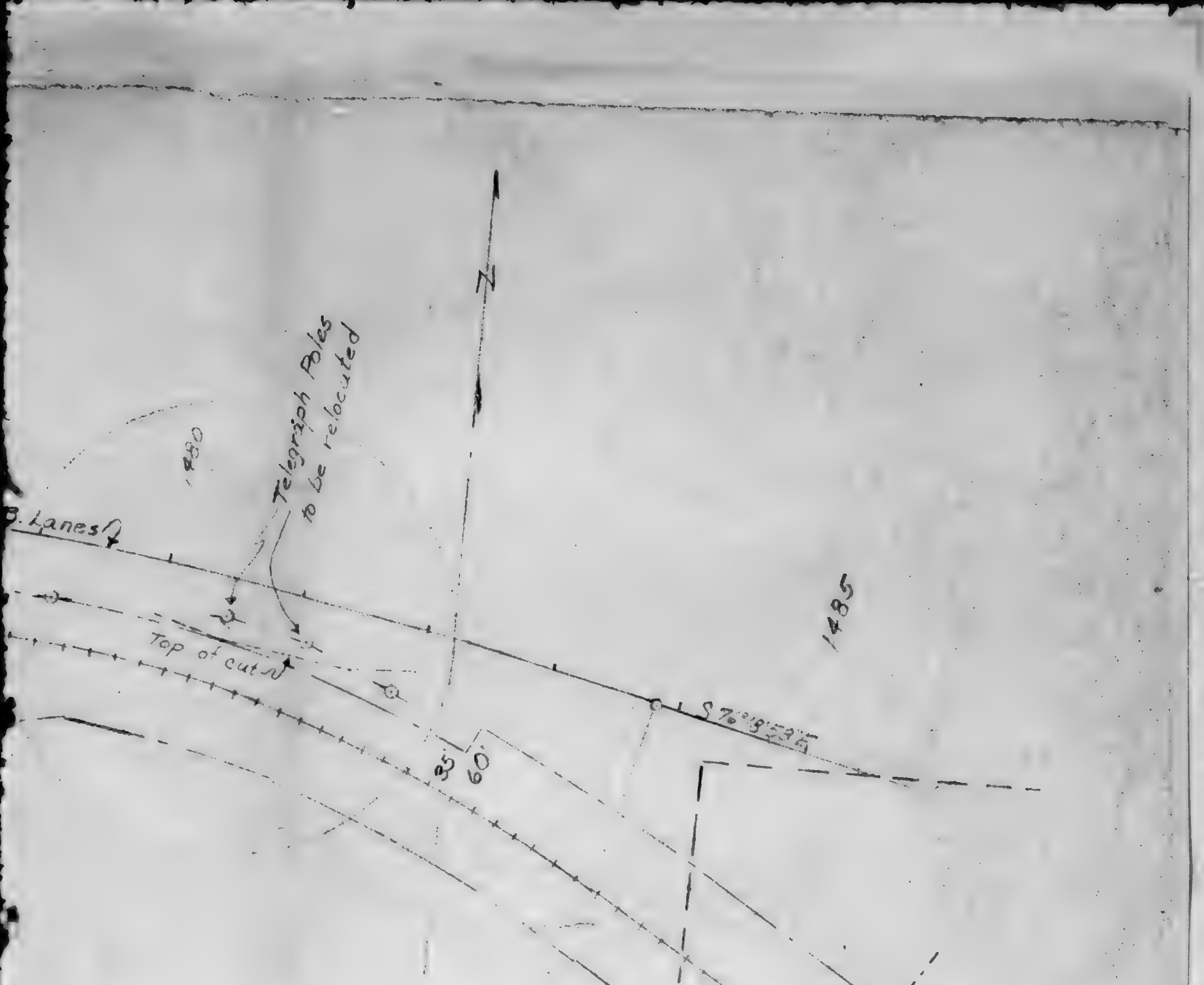
Encl.

RECEIVED
FEB - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER


T. 2 N., R. 11 E., W.M.
1475
1480
Hood River
℄ E.B. Lanes
Encroachment Line
35
℄ R.R.
Top of cut
R.R. R/W
Telegraph Poles to be relocated
EB 1476+62.18 P.S.C.
EB 1478+74.23 P.C.S.
510' Sp.
a 0.8
S 10°24.2'
510' Sp.
a 0.8
S 10°24.2'
E.B. 4°04.8' CR.
T∆ 29°26' 07"
Ts 625.60

Telegraph Poles to be relocated
Hood River - Shogren Section
Columbia River Highway
Wasco County Jan 1959
G.A. Starrey Res. Engr

Scale 1" = 100'


N
1480
Telegraph Poles to be relocated
B. Lanes ℄
Top of cut ℄
1485
S 70°18'23"E
35'
60'
65'
510' Sp.
a 0.8
S10°24.2'
F.B. 1483+94.23 PT
W. LINE J.A. MOSLER DLC No. 37
Scale 1" = 100'
(2)

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RECEIVED
JAN 23 1959
FOR FILING

I-80N-3(9)61

5413

January 22, 1959

I-80N-3(9)61

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

The State Highway Commission on January 22, 1959 accepted your bid in the amount of $506,487.00 for grading on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, which was the low bid received for that job on January 20, 1959.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED

FOR FILING

I-80N-3(9)61

5413

When replying, refer to:
08-35.5

January 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(9)61
Hood River-Shogren Section of
The Columbia River Highway
Pacific Power & Light Company
Utility Adjustment

Dear Sir:

Authorization is hereby granted to proceed as of January 12, 1959, with necessary adjustments of the Pacific Power and Light Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Orig to District

NOTED
FORREST COOPER

RECEIVED
JAN 13 1959
FOR FILING

I-80N-3(9)61

5413

January 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Assistant Counsel's letter which describes required revisions of the Pacific Power and Light Company's lines on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties, Project No. I-80N-3(9)61, and establishes the obligation of the State to reimburse the Company for the line revisions.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches to be provided by the Company will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

CRN:lmw

RECEIVED
JAN 9 - 1959
FOR FILING

I-80N-3(9)61

5413

January 8, 1959

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project I-80N-3(9)61
Hood River-Shogren Section
Columbia River Highway

Dear Sir:

The substandard nine and one-half foot shoulder shown on typical section "[illegible]" of the plans for subject grading project will be widened, brought up to grade, and oiled so that the standard ten-foot shoulder width is obtained under the surfacing contract to be let at a future date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. Frank Hall

FBK:fp fn

RECEIVED

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

File

When replying, refer to:
08-35

I-80N-3(9)61

.5413

January 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(9)61
Hood River - Shogren Section
Columbia River Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and your furnishing the usual copies of a satisfactory railroad agreement.

Our approval is also contingent upon the widening of the 9.5' shoulder, shown on sections of the existing highway, to 10 feet under the surfacing contract.

Very truly yours,

CG Polk

C. G. Polk
Division Engineer

Copy sent to Edwards.

RECEIVED
JAN 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. H. PROBERT

RECEIVED
JAN 1 - 1959
FOR FILING

I. 80N-3(9)61

5413

When replying, refer to
08-35.1

NOTED
W. C. WILLIAMS

December 30, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Hood River-Shogren Section
Project I-80N-3(9)61

Dear Sir:

Reference is made to your letter of December 22, 1958 requesting approval of west-bound off and on ramps at Koberg Beach.

We will approve these ramps.

Very truly yours,

C. G. Polk
Division Engineer

WCW

NOTED

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NOV [illegible] 1958
FOR FILING

I-80N-3(9)61

5413

November 26, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. Ralph Baysinger

Dear Sir:

Under date of November 21, I sent you prints from our Drawing 6B-12-6 showing an easement on the Hood River-Shogren Section. I am attaching hereto two copies of a description which our Right of Way Department has prepared covering this encroachment. This may be of some assistance when you prepare your descriptions to cover this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 50M 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1958

SUBJECT: File No. 29157 - Union Pacific Company
Hood River-Shogren Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward, for your use in processing this file, several copies of a description of a longitudinal encroachment upon the Union Pacific Company.

We have been advised by the Right of Way Description Section that maps covering this encroachment have already been sent directly to you.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

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NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1958
FOR FILING

FORM E30—50M—2-57—1870
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5413

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT: Railroad Encroachment Maps
Hood River-Shogren Section
Columbia River Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of the railroad encroachment map No. 8B-12-6, concerning the subject section.

Tom Edwards
Construction Engineer

By D J Barbee
D. J. Barbee
Assistant Construction Engineer

DJB:mm

Attach

NOTED
G. S. PAXSON

DESCRIPTION ONLY

O. W. R. & N. Company (Union Pacific Railroad Company)

File No. 29157
RR 11-21-58
7B-4-19 8B-12-6

Hood River-Shogren

Wasco County

Columbia River Highway

Right of Way

Two parcels of land lying in Section 3 and Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon.

PARCEL NO. 1 being all that part of the property of the O. W. R. & N. Company, situated in Lots 1, 2, 3 & 4 of said Section 3 and Lots 2, 3 & 4 of said Section 2, that lies Northerly of a line parallel with and 35 feet distant Southerly, measured at right angles and/or radially, from said hereinafter described center line of relocated Columbia River Highway, containing 18.5 acres, more or less.

PARCEL NO. 2 beginning at a point on a line which is parallel with and 35 feet Southerly of the hereinafter described center line of the relocated Columbia River Highway, said point being 40 feet Northerly (when measured at right angles and/or radially from the center line of the O. W. R. & N. Company main track as relocated in 1952) at railroad Station 1530+58.6, said point of beginning being 625 feet North and 1595 feet East of the West quarter corner of Section 2, Township 2 North, Range 11 East, W. M.; thence Southerly at right angles and/or radially to said railroad center line 5 feet to a line parallel with and 35 feet distant Northerly of said railroad center line; thence Easterly parallel with and 35 feet Northerly of said railroad center line to a point 35 feet Northerly of (when measured radially to) said railroad center line at railroad Station 1541+27.8; thence Northerly and radially to said railroad center line 25 feet to a line parallel with and 60 feet Northerly of said railroad center line; thence Southeasterly parallel with and 60 feet Northerly of said railroad center line to a line at right angles to said railroad center line at Station 1545+00; thence Northerly at right angles to said railroad center line at said Station 1545+00, a distance of 60 feet more or less, to the Northerly right of way line of said railroad; thence generally in a Northerly direction following said right of way line to a line which is parallel with and 35 feet Southerly of the center line of the relocated Columbia River Highway; thence Westerly parallel with and 35 feet Southerly from said highway center line to the point of beginning, containg 1.3 acres, more or less.

The center line of the relocated Columbia River Highway hereinbefore referred to, being described as follows:

Beginning at highway center line Station 1395+04.57 P.C.S., said Station being 2472 feet North and 121 feet West of the West quarter corner of said Section 3, Township 2 North, Range 11 East, W. M.; thence Southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0° 15' each 100 feet, a distance of 400 feet to Highway Survey Station 1399+04.57 P.T.; thence Southeasterly along a straight line tangent to the end of the last described spiral curve a distance of 514.44 feet to Highway Survey Station 1404+19.01 P.S.; thence Southeasterly along a spiral curve to the left tangent at its point of beginning to the last described line having a rate of increase in degree of curvature of 0° 30' each 100 feet, a distance of 500 feet to Highway Survey Station 1409+19.01 P.S.C.; thence Southeasterly along a 2° 30' curve to the left a distance of 739.33 feet to Highway Survey Station 1416+58.34 P.C.S.; thence Southeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of 0° 30' each 100 feet, a distance of 500 feet to Highway Survey Station 1421+58.34 P.T. = 1421+55.26 P.O.T.; thence Southeasterly along a straight line tangent to the end of the last described spiral curve, a distance of 2097.56 feet to Highway Survey Station 1442+52.82 P.S.; thence Southeasterly along a spiral curve to the left tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0° 24' each 100 feet, a distance of 500 feet to Highway Survey Station 1447+52.82 P.S.C.; thence Easterly along a 2° curve to the left a distance of 734.91 feet to a point in the West line of Lot 4 of Section 2, Township 2 North, Range 11 East, of the W. M. in Wasco County, Oregon, that is 255.31 feet distant North from the Southwest corner of Lot 4; thence continuing Easterly along the last described curve produced a distance of 321.76 feet to Highway Survey Station 1458+09.49 P.C.S.; a tangent to said curve at the point of intersection with the West line of said Section 2 forming an angle of 86° 46' 25" from North to East with the West line of said Section 2; thence Northeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of 0° 24' each 100 feet, a distance of 500 feet to Highway Survey Station 1463+09.49 P.T.; thence Northeasterly along a straight line tangent to the end of the last described spiral curve a distance of 895.44 feet to Highway Survey Station 1472+04.93 P.S.; thence Northeasterly along a spiral curve to the right tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0° 48' each 100 feet, a distance of 500 feet to Highway Survey Station 1477+04.93 P.S.C.; thence Easterly along a 4° curve to the right a distance of 224.36 feet to Highway Survey Station 1479+29.29 P.C.S.; thence Southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0° 48' each 100 feet, a distance of 500 feet to Highway Survey Station 1484+29.29 P.T.; thence Southeasterly along a straight line tangent to the end of the last described spiral curve, a distance of 2495.73 feet to Highway Survey Station 1509+25.02 P.S.

wc/fd

RECEIVED
NOV 21 1958
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Const
R/W
Co. [illegible]

November 21, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Re: Hood River-Shogren Section
of Columbia River Highway
in Wasco County

I am enclosing herewith two prints from our Drawing 8B-12-6. This shows relatively minor encroachments upon your right of way between your Stations 1530+58.6 and 1545+00.

You will note that in no case do we approach closer to your center line than 35 feet. A portion of the requested encroachment is included within an encroachment previously granted when US30 was realigned some years ago. You will note that our fill slopes extend beyond the present location of two of your poles. The State will bear the expense of the relocation of these poles. Between Stations 1480 and 1482 some excavation is involved in the outside of a ridge of rock adjacent to your main line.

The State will include in its contract the customary provisions for protection of railroad property and the protective liability and property damage insurance normally required on jobs involving railroad property. The State will also reimburse your company for any watchman or flagman services necessary to protect your operations.

This is a project which we want to get under contract in the immediate future and anything you can do to expedite consideration of the matter will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams - Mr. Tom Edwards - Mr. R. L. Porter

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NOV 24 1958
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[illegible]
R/W
[illegible]

November 21, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Re: Hood River-Shogren Section
of Columbia River Highway
in Wasco County

I am enclosing herewith two prints from our Drawing 58-12-6. This shows relatively minor encroachments upon your right of way between your Stations 1530+58.6 and 1545+00.

You will note that in no case do we approach closer to your center line than 35 feet. A portion of the requested encroachment is included within an encroachment previously granted when US30 was realigned some years ago. You will note that our fill slopes extend beyond the present location of two of your poles. The State will bear the expense of the relocation of these poles. Between Stations 1480 and 1482 some excavation is involved in the outside of a ridge of rock adjacent to your main line.

The State will include in its contract the customary provisions for protection of railroad property and the protective liability and property damage insurance normally required on jobs involving railroad property. The State will also reimburse your company for any watchman or flagman services necessary to protect your operations.

This is a project which we want to get under contract in the immediate future and anything you can do to expedite consideration of the matter will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:gm
Attach.
cc Mr. W. C. Williams - Mr. Tom Edwards - Mr. R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON U.P. R.R. CO.
HOOD RIVER-SHOGREN SECTION

COLUMBIA RIVER HIGHWAY

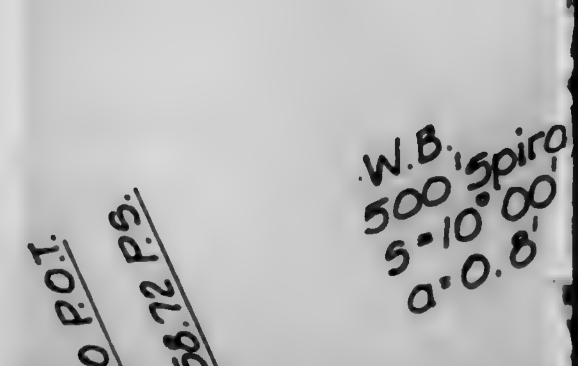
WASCO COUNTY

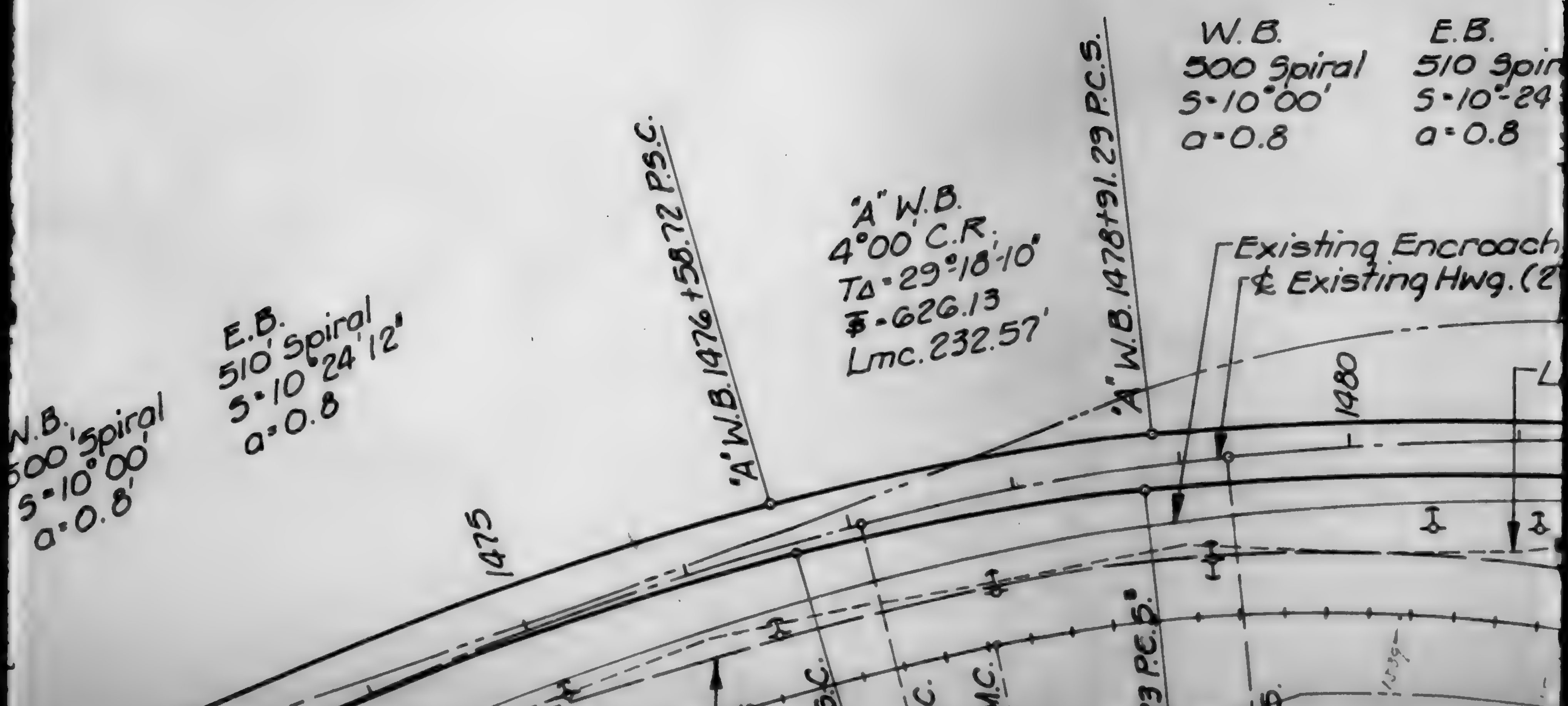
Scale 1" = 100'

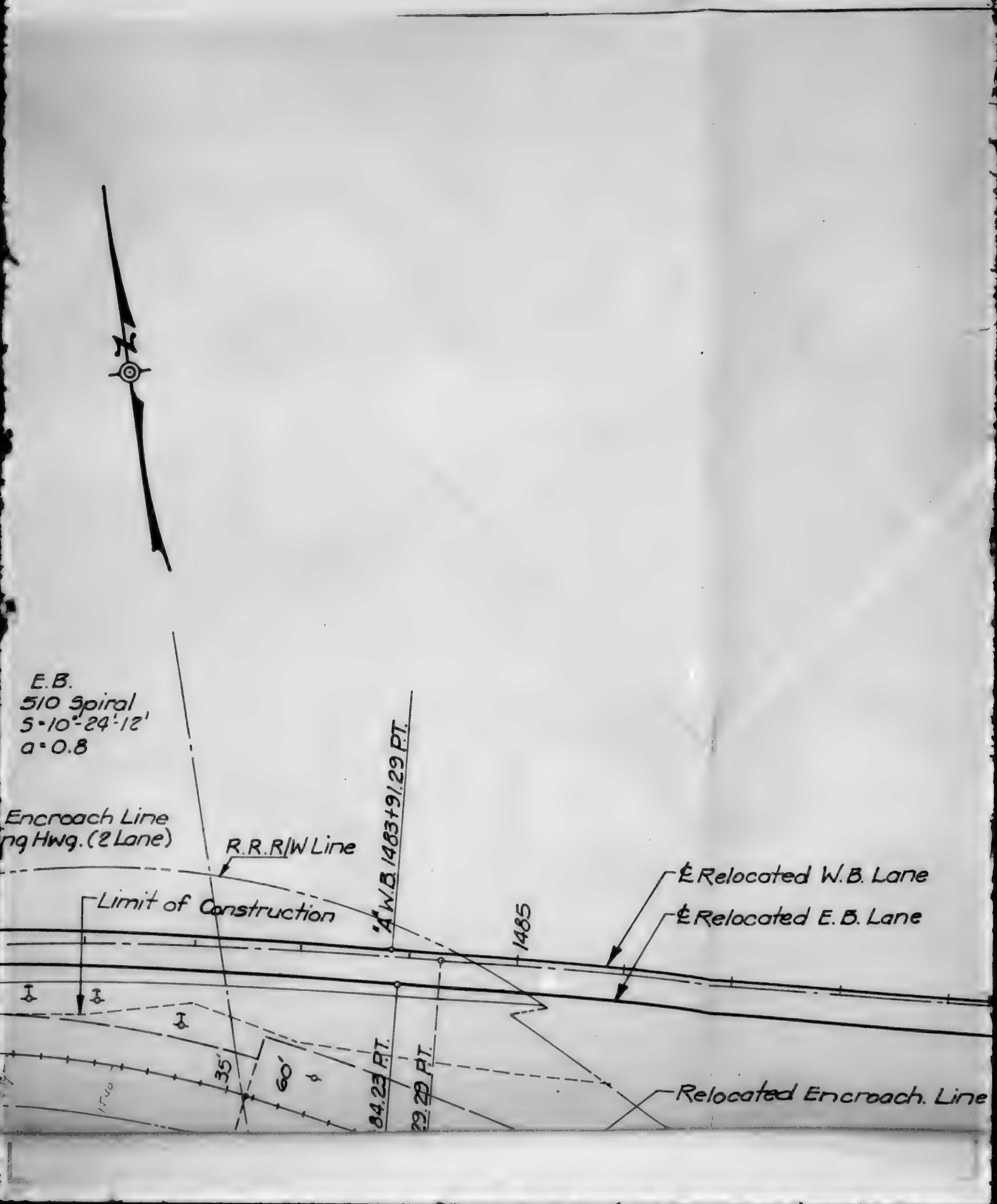
Nov. 1958

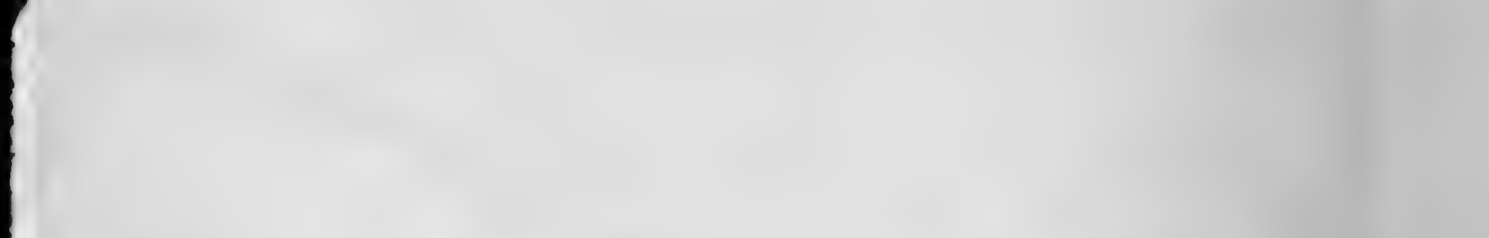
File No. 29157

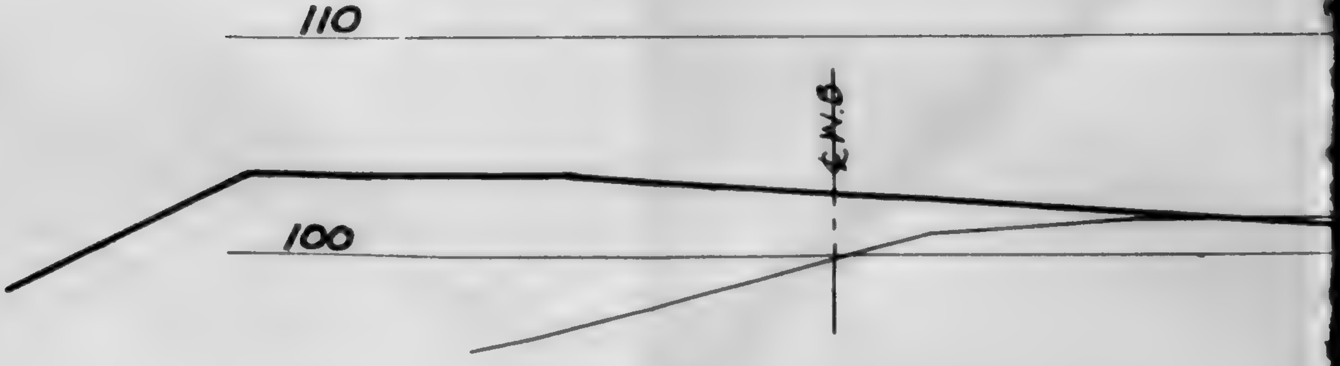
Dwg. No. 8B-12-6

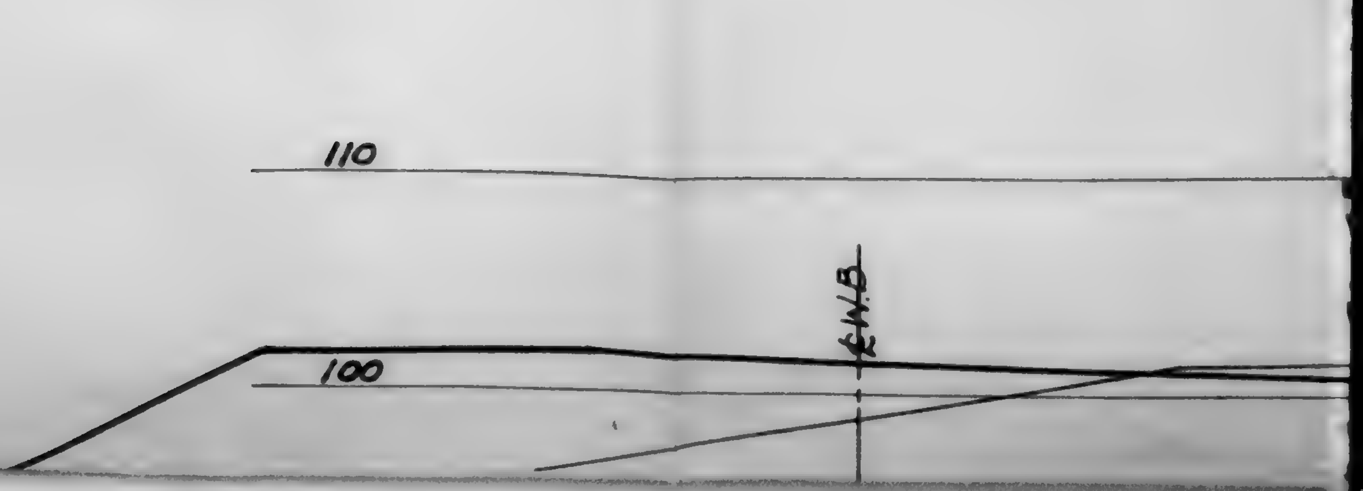

1471+42.00 P.O.T.
W.B. 1471+58.72 P.S.
W.B.
500' Spiro
s=10.00'
a=0.8'

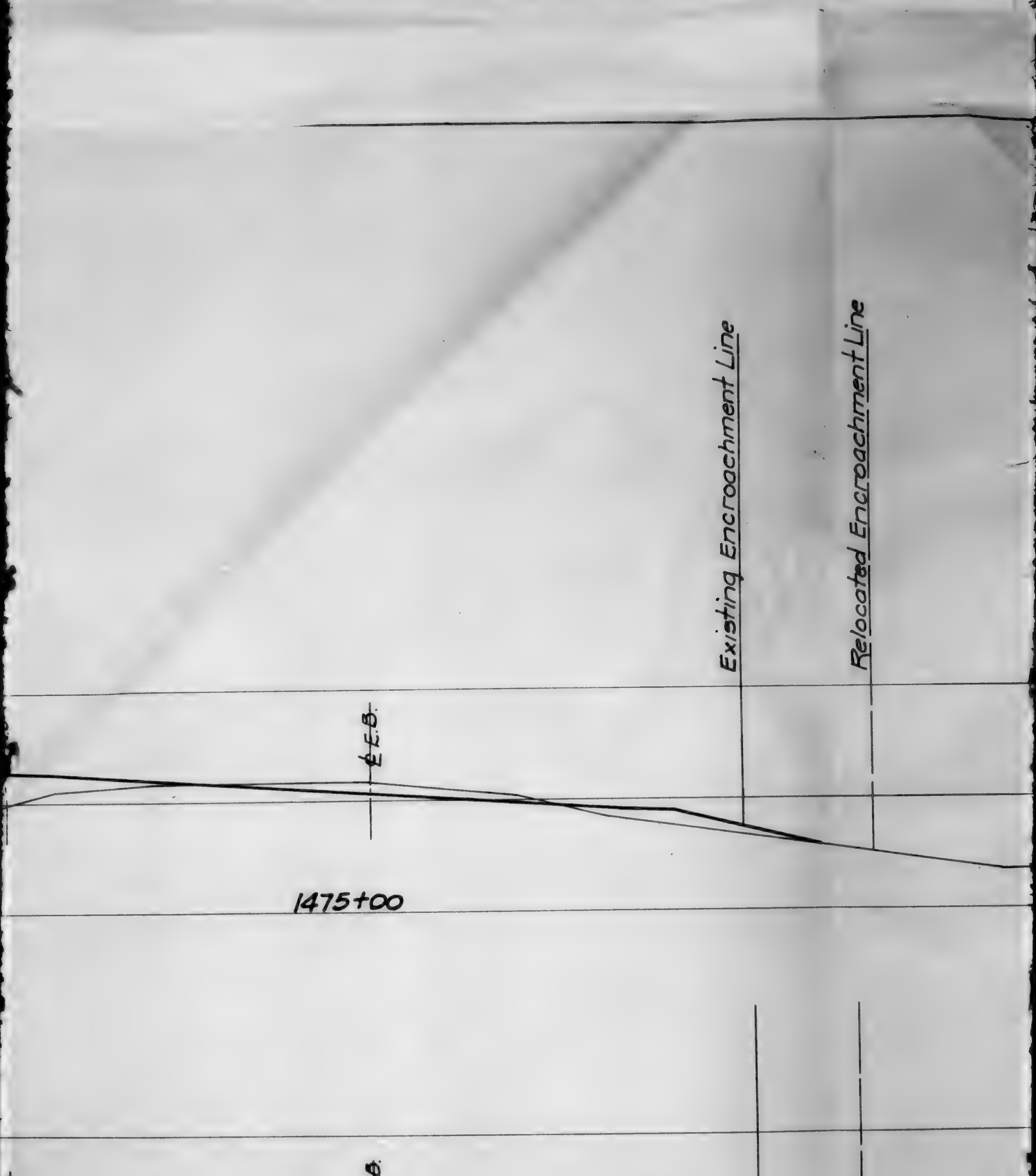

W.B.
500' Spiral
S=10°00'
a=0.8'
E.B.
510' Spiral
S=10°24'12"
a=0.8
1475
"A" W.B. 1476+58.72 P.S.C.
"A" W.B.
4°00' C.R.
TΔ=29°18'10"
T=626.13
Lmc. 232.57'
"A" W.B. 1478+91.29 P.C.S.
W.B.
500 Spiral
S=10°00'
a=0.8
E.B.
510 Spir
S=10°24
a=0.8
Existing Encroach
& Existing Hwg. (2
1480
C.
P.S.C.
P.S.C.
B.M.C.
1.23 P.C.S.
C.S.
1539


N
E.B.
510 Spiral
S=10°-24'-12'
a=0.8
Encroach Line
ng Hwg. (2 Lane)
R.R. R/W Line
Limit of Construction
"A" W.B. 1483+91.29 P.T.
1485
℄ Relocated W.B. Lane
℄ Relocated E.B. Lane
35'
60'
84.23 P.T.
29.29 P.T.
1500
Relocated Encroach. Line

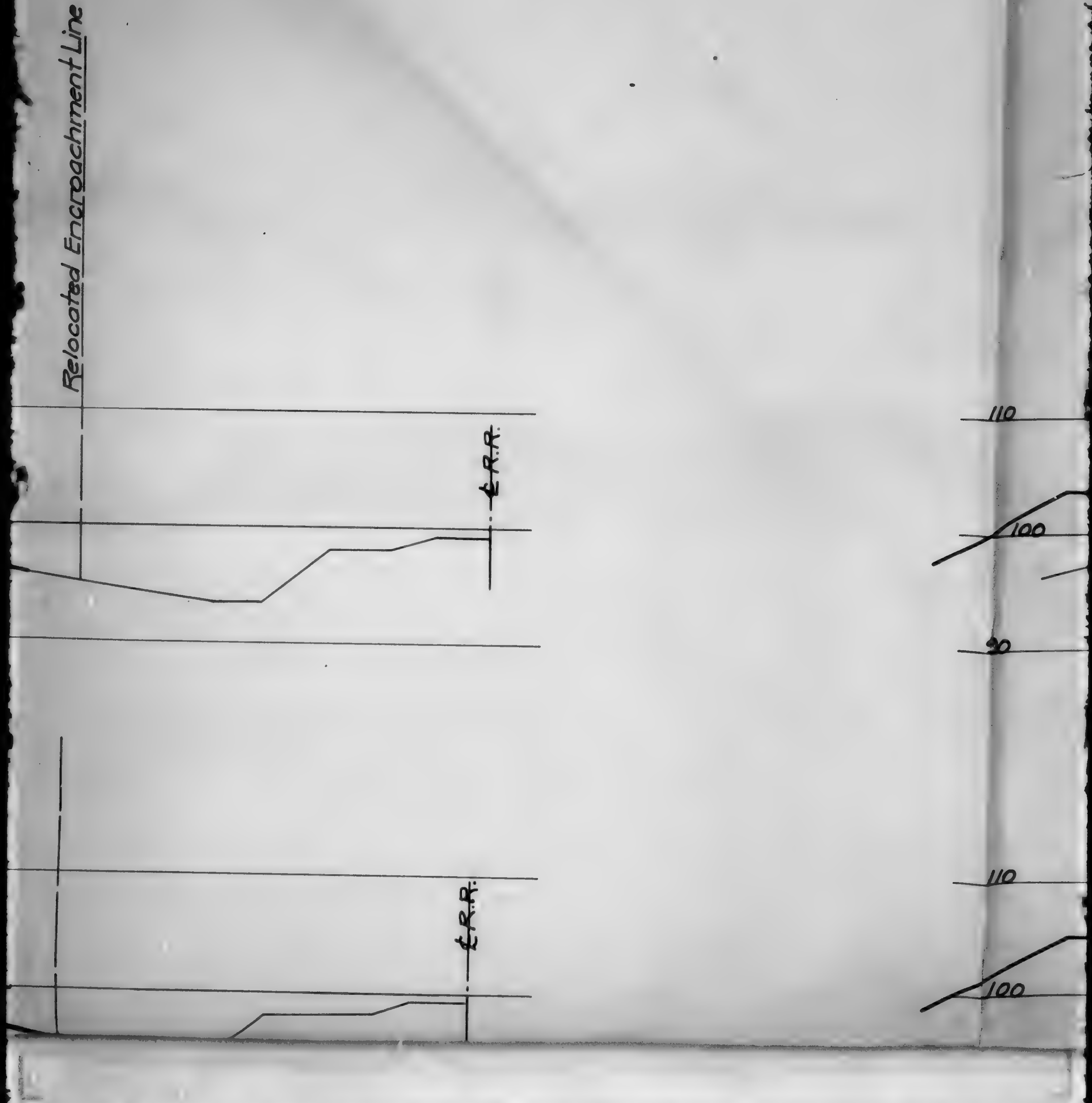

1490
S. 76°18'50" E.
1495
S 76°10'58" E.
Line
To Mosier →

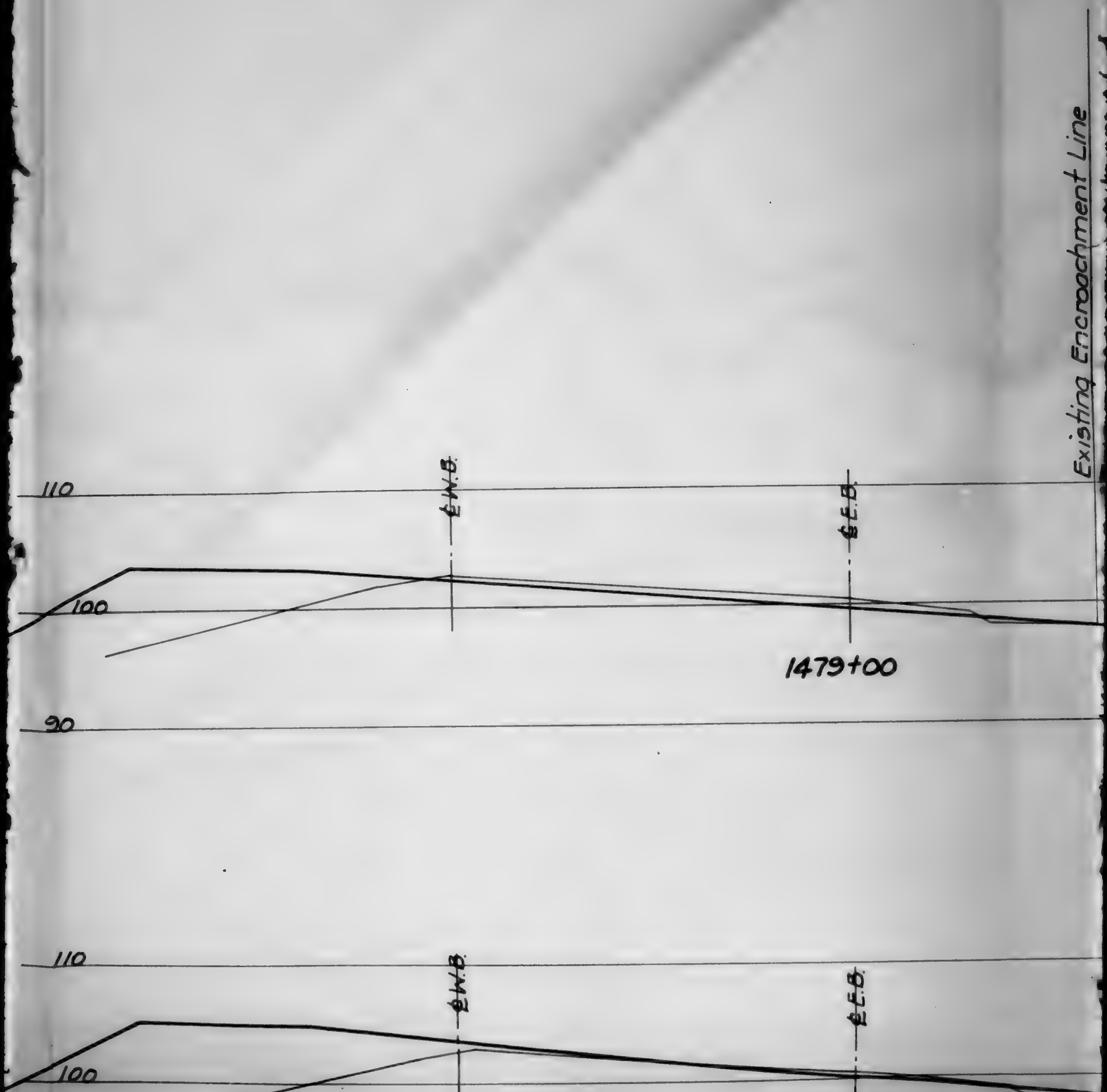

℄W.B

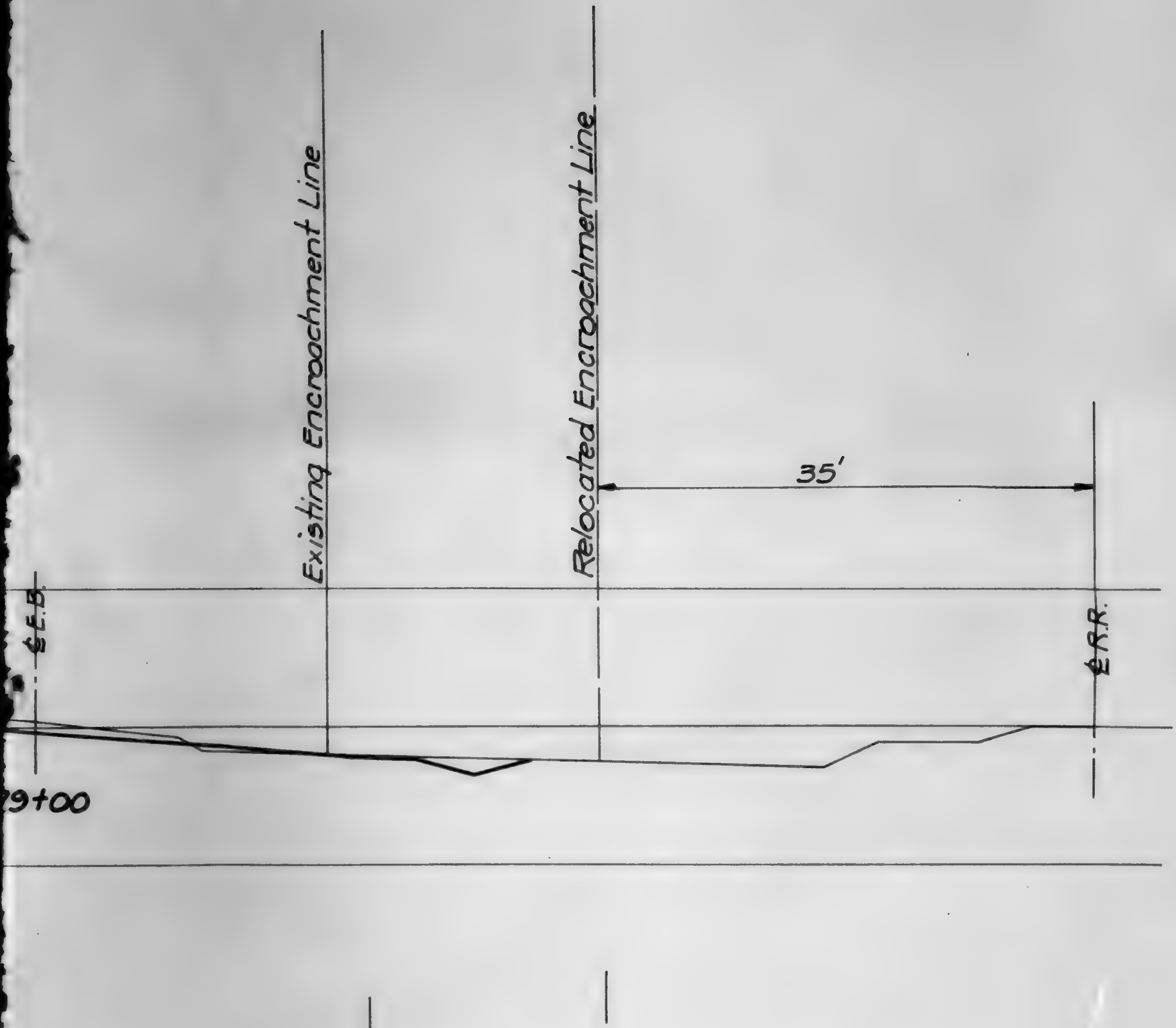

110
℄W.B
100

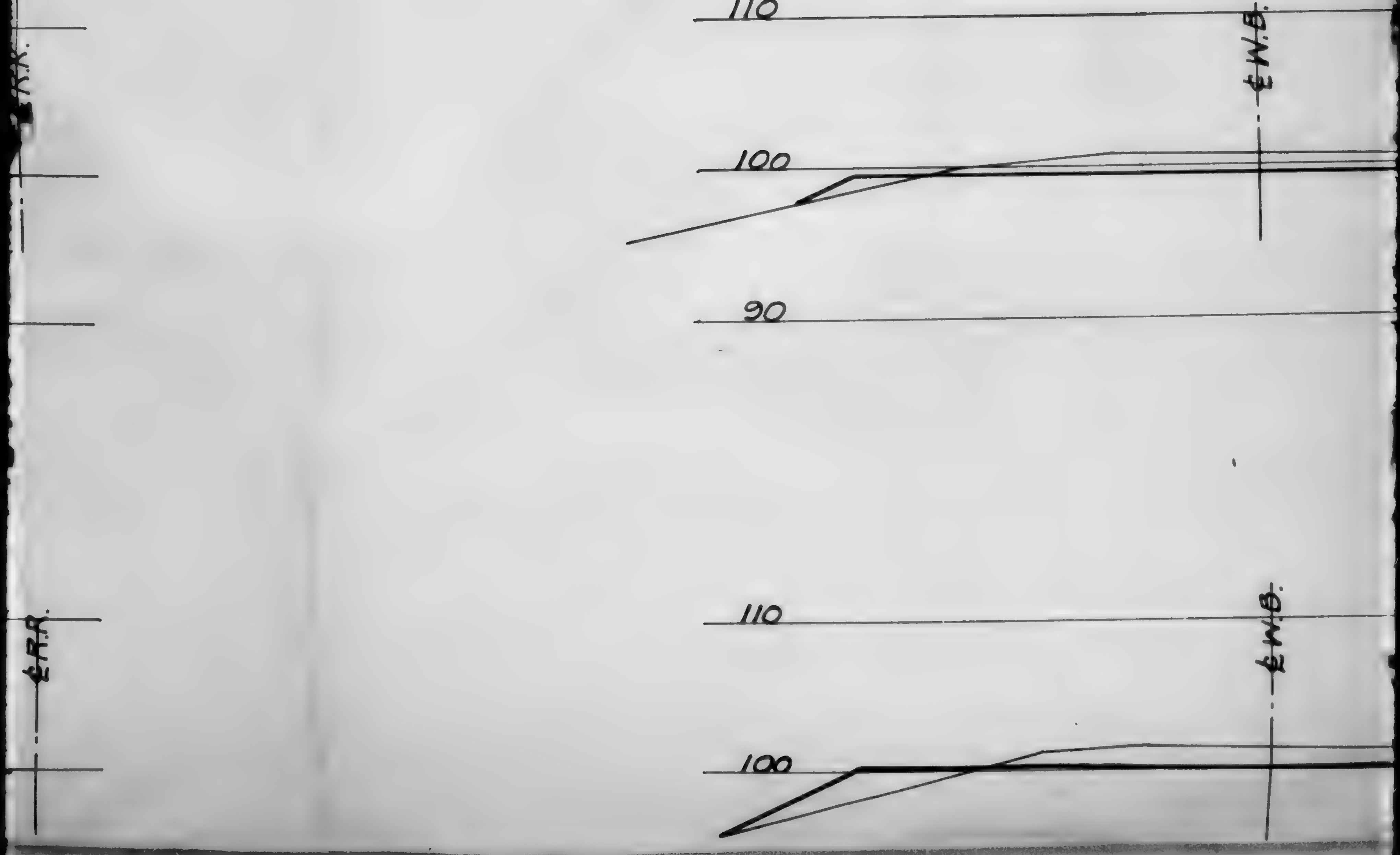


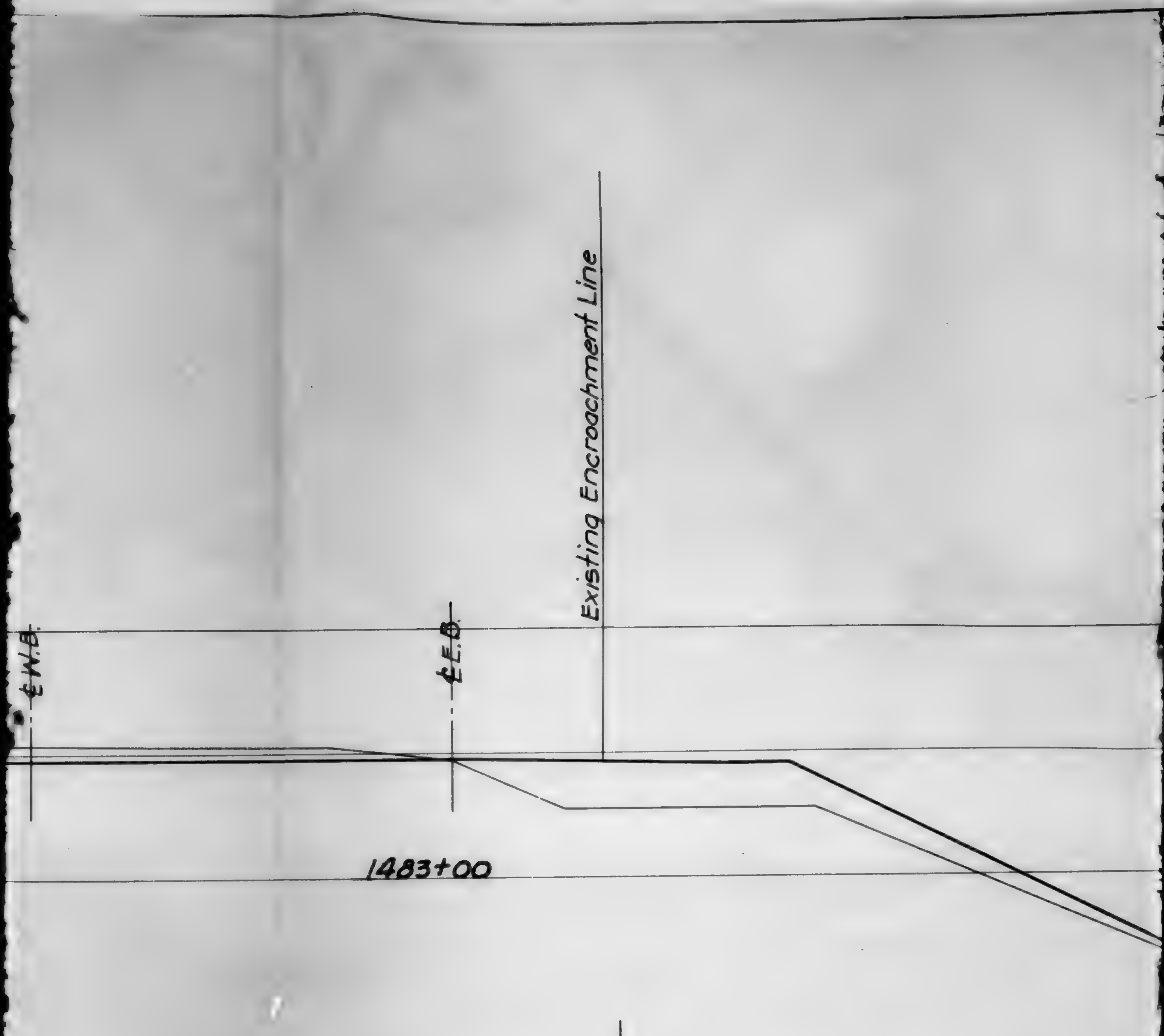
Existing Encroachment Line
Relocated Encroachment Line
℄ E.B.
1475+00
℄ W.B.
℄ E.B.


Relocated Encroachment Line
℄ R.R.
℄ R.R.

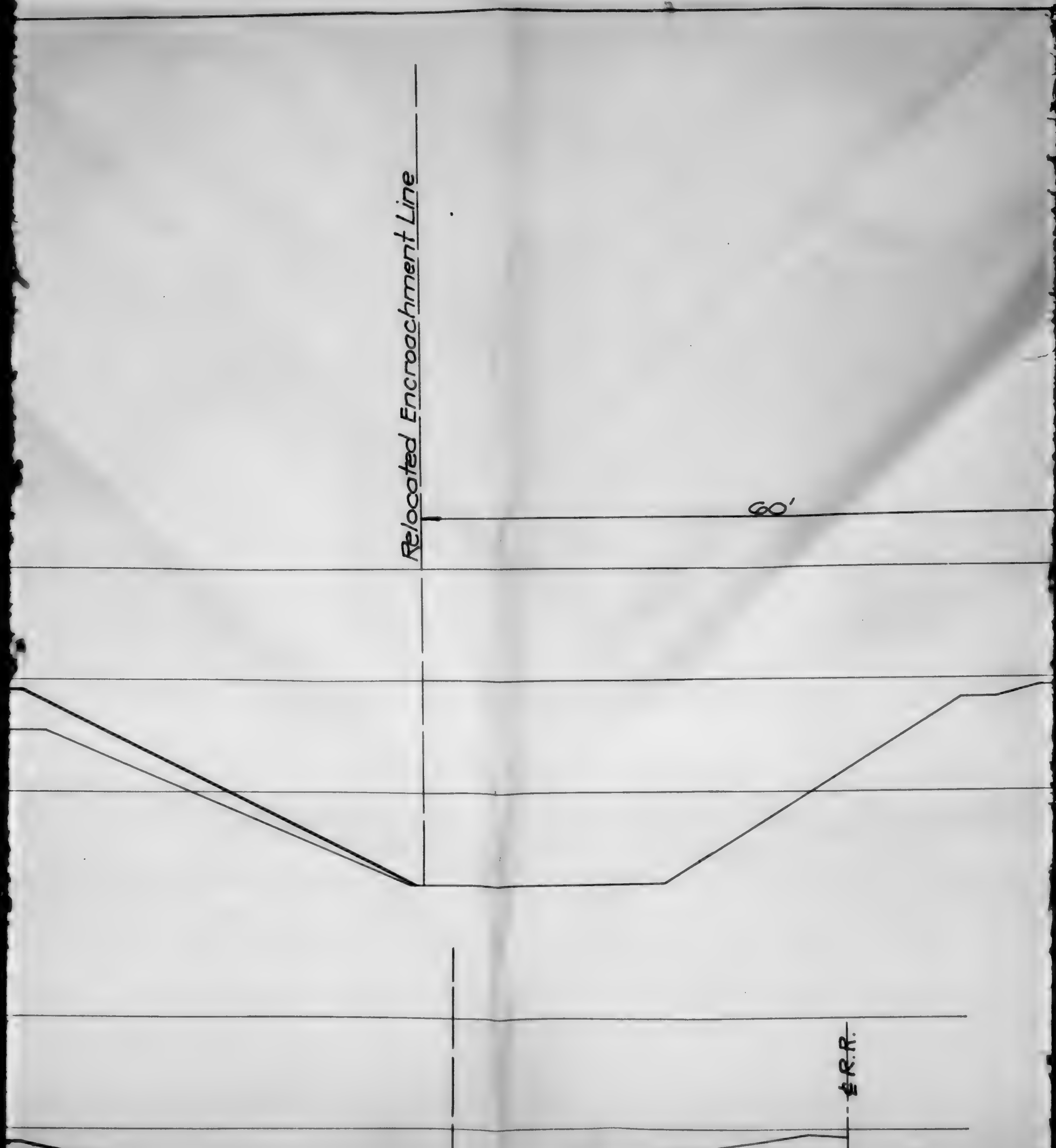

Existing Encroachment Line
110
℄ W.B.
℄ E.B.
100
1479+00
90
110
℄ W.B.
℄ E.B.
100

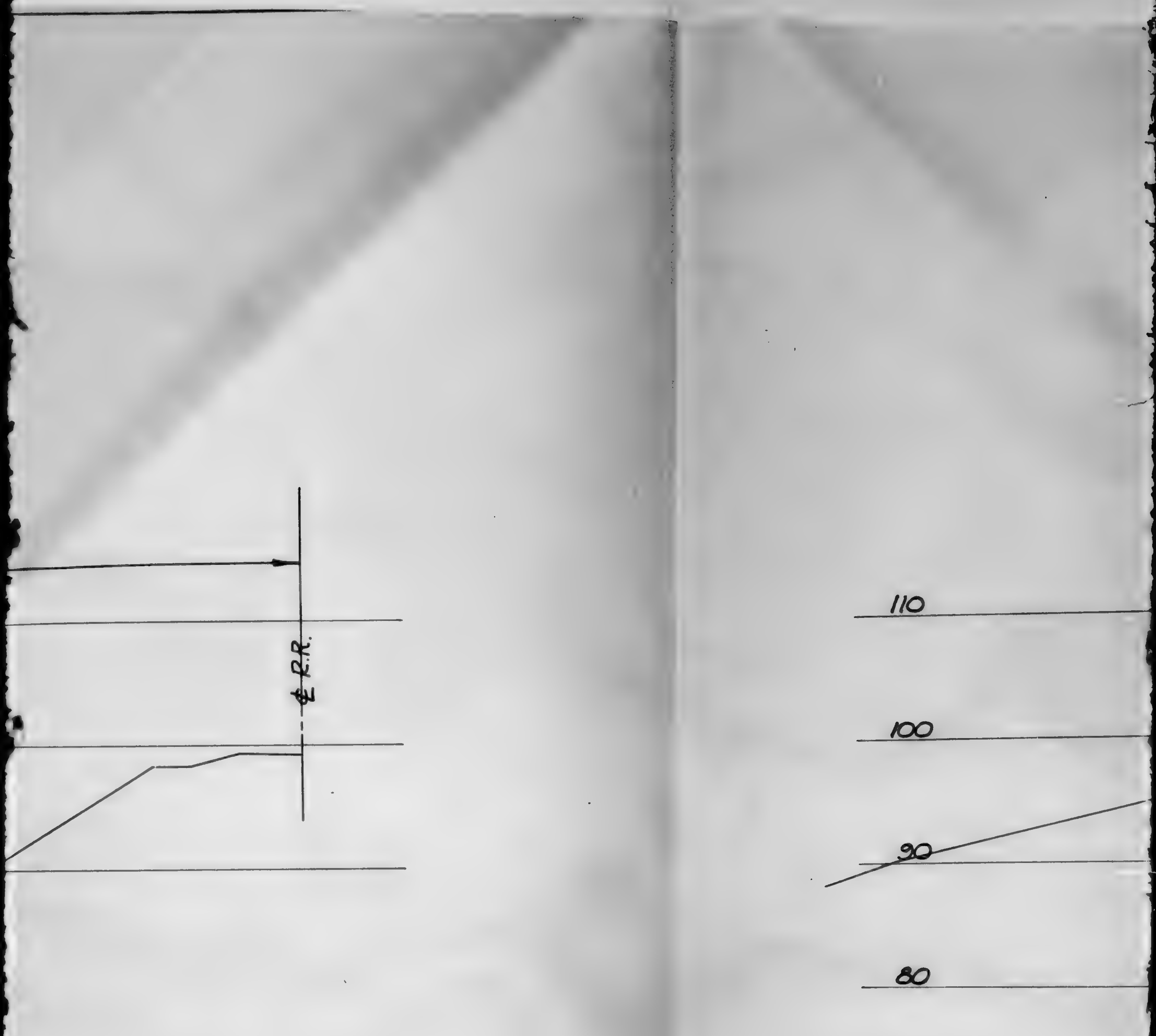

Existing Encroachment Line
Relocated Encroachment Line
35'
℄ E.B.
℄ R.R.
9+00
℄ E.B.
℄ R.R.

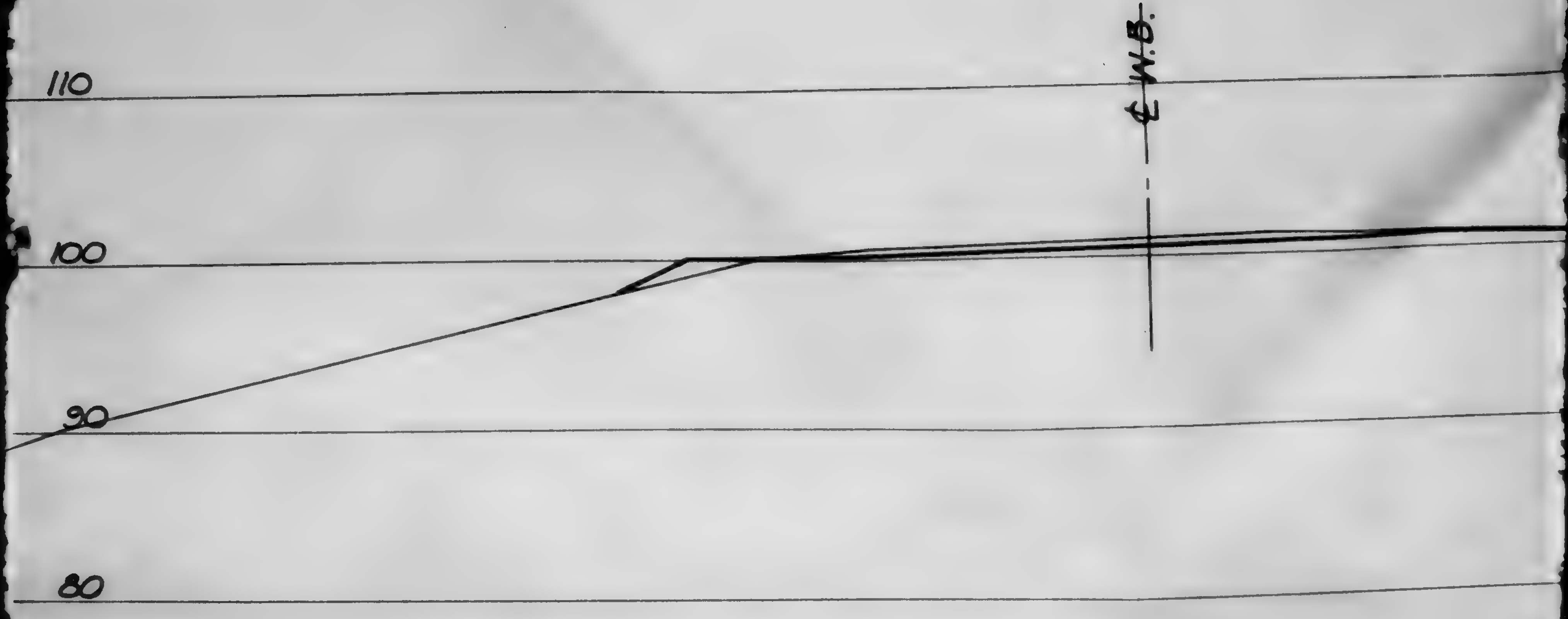

℄R.R.
110
℄W.B.
100
90
℄R.R.
110
℄W.B.
100

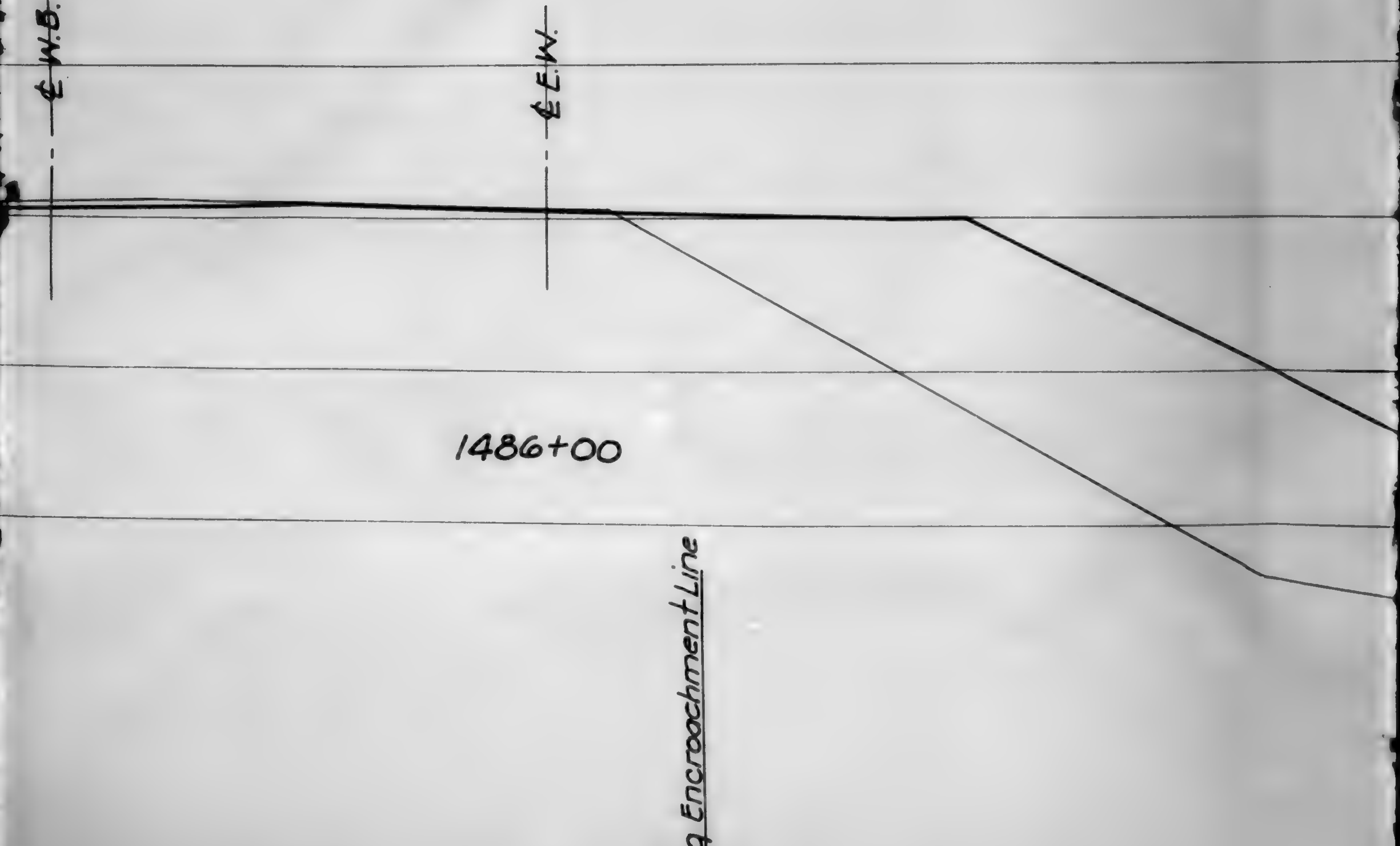


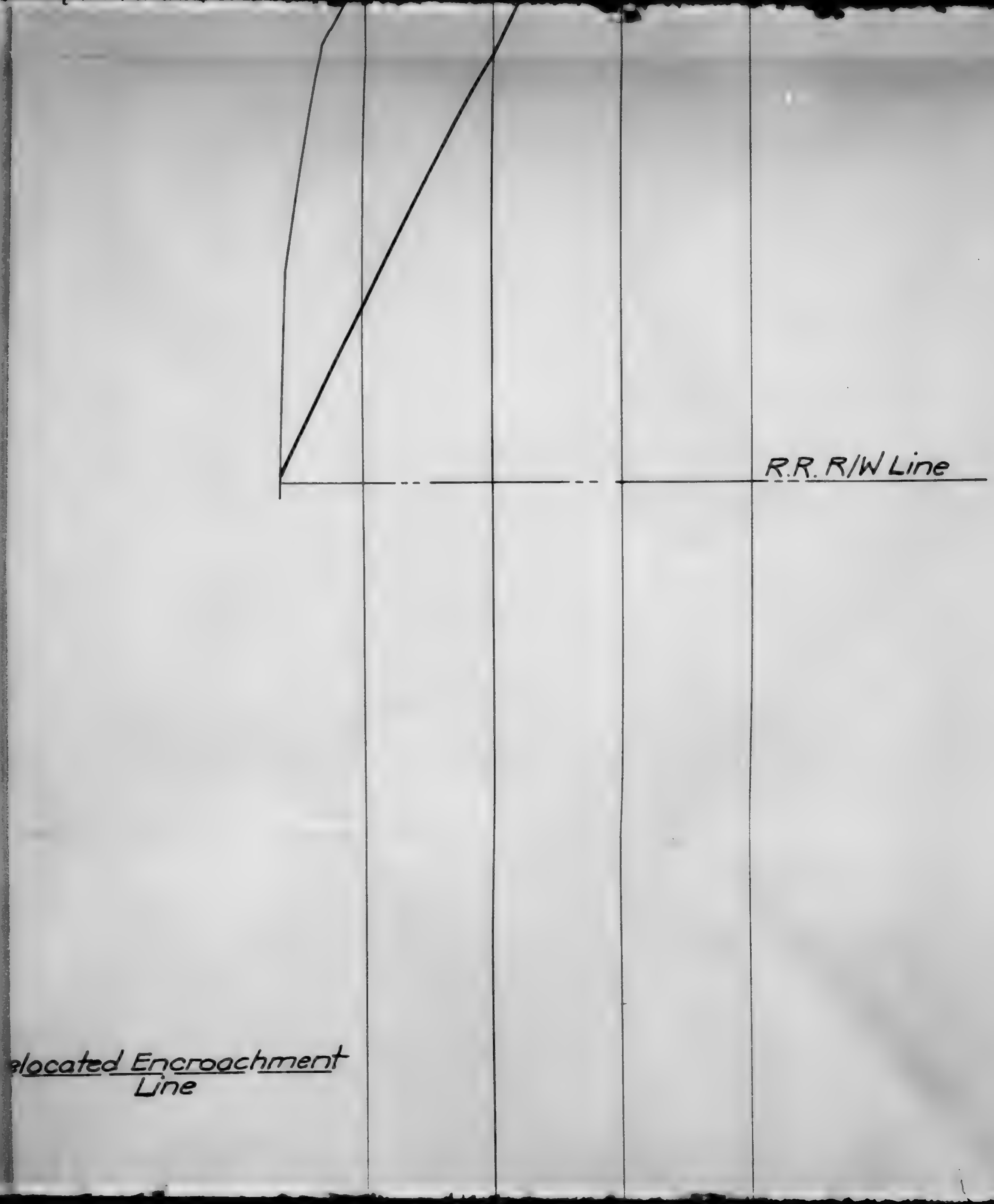
Existing Encroachment Line
℄ W.B.
℄ E.B.
1483+00
℄ W.B.
℄ E.B.

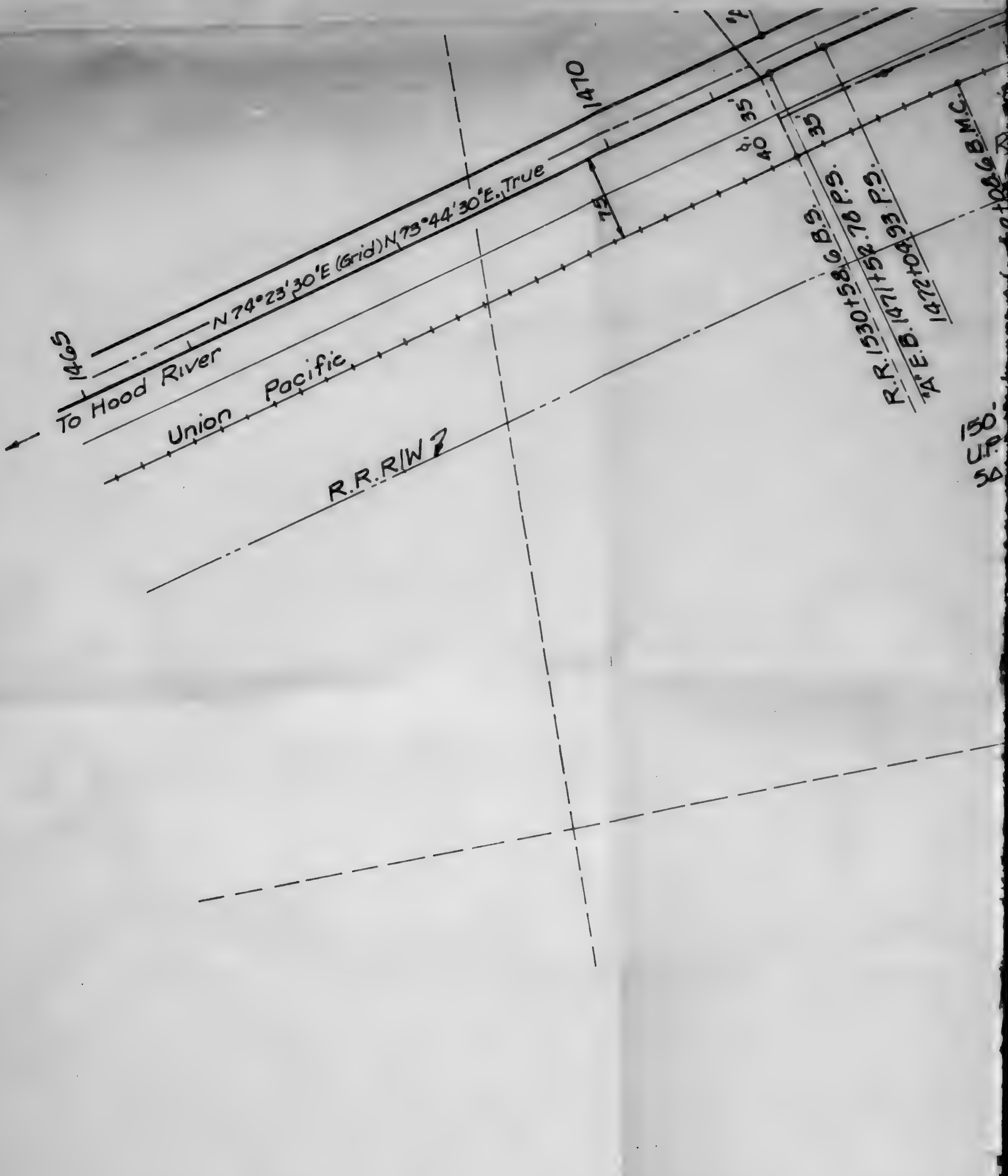

Relocated Encroachment Line
60'
℄ R.R.

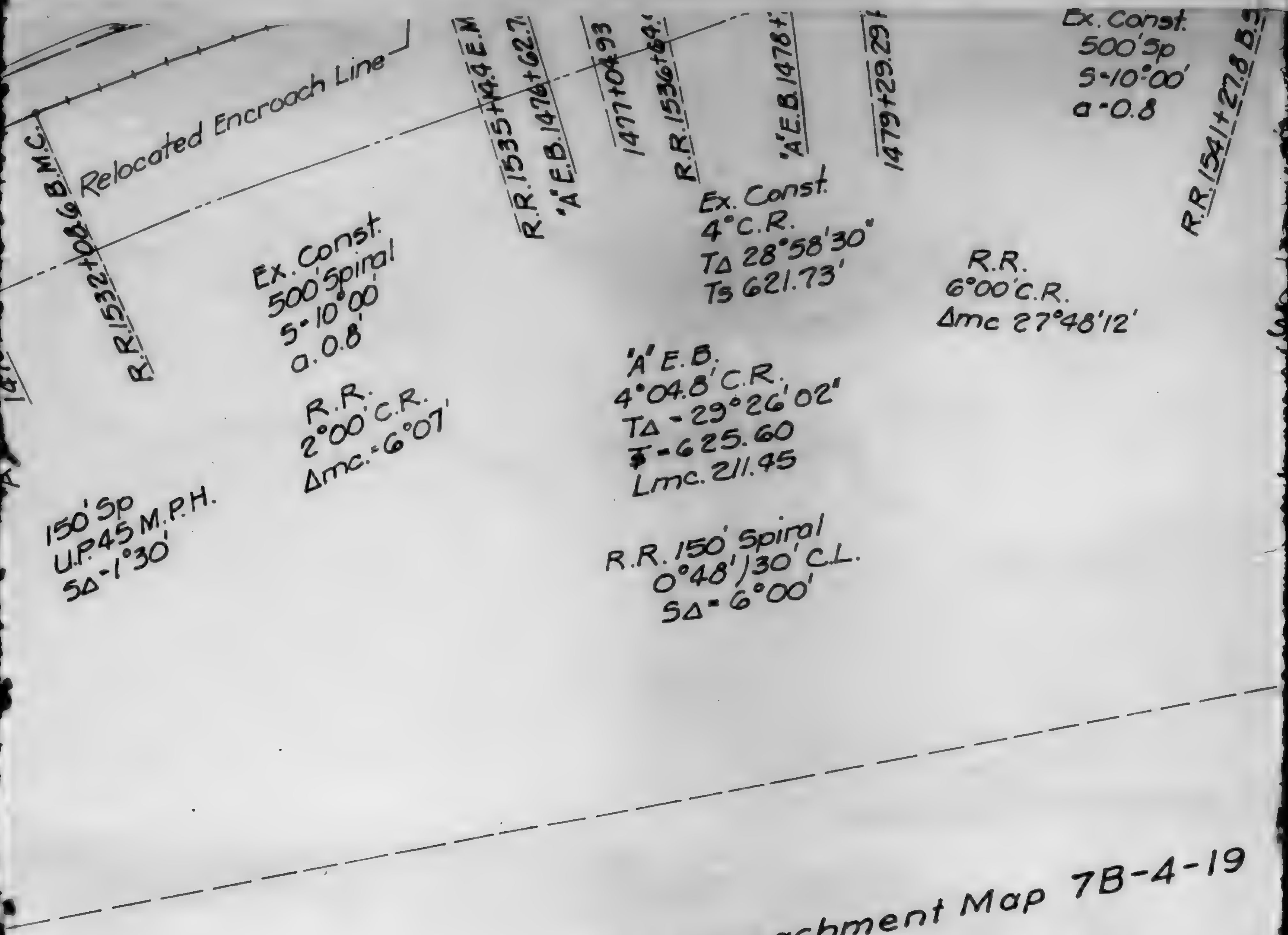

℄ R.R.
℄ R.R.


℄ W.B.


℄ W.B.
℄ E.W.
1486+00
xisting Encroachment Line

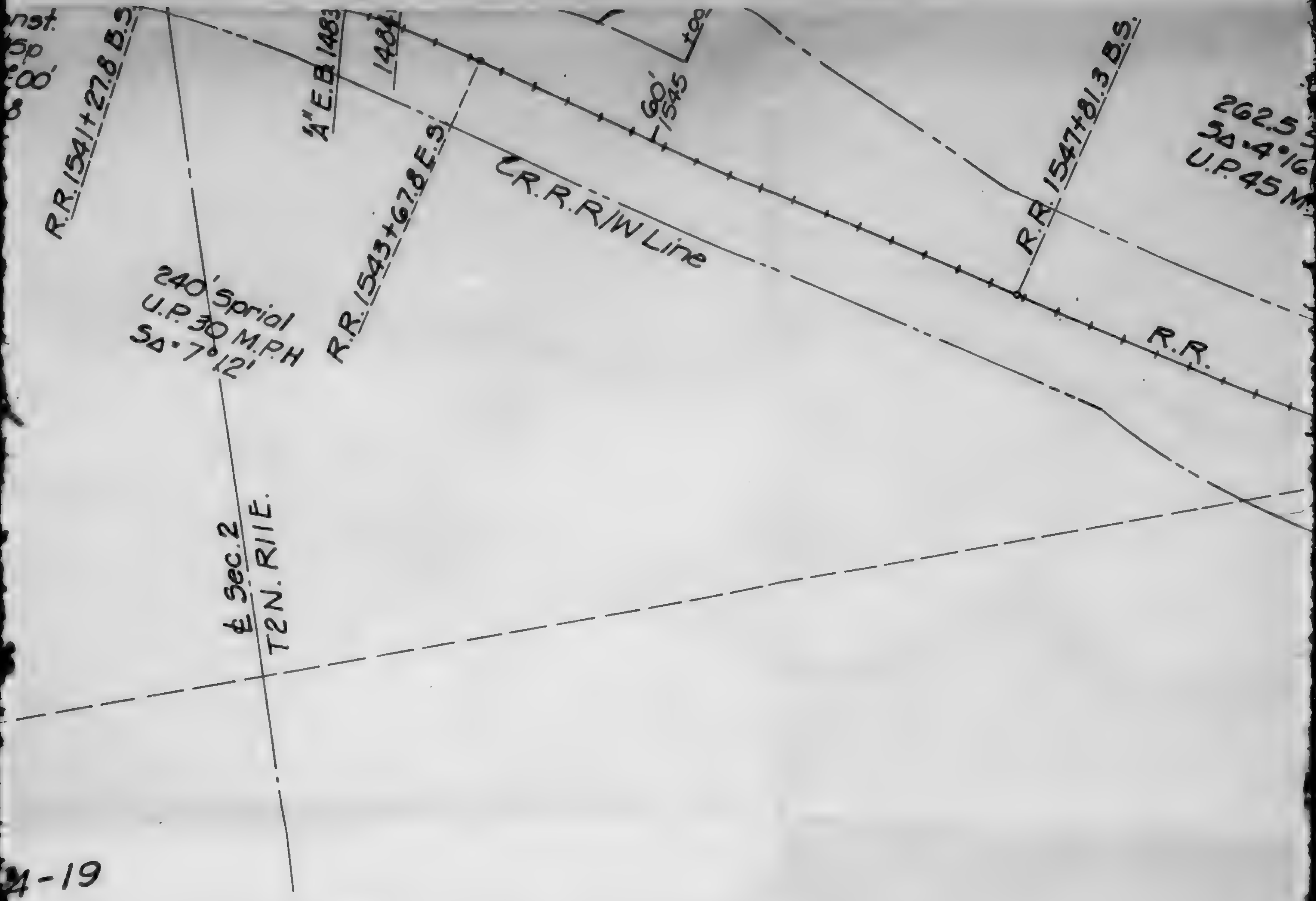

R.R. R/W Line
elocated Encroachment Line


1465
1470
N 74°23'30"E (Grid) N 73°44'30"E. True
To Hood River
Union Pacific
R.R. R/W
75
40
35'
35
R.R. 1530+58.6 B.S.
"A" E.B. 1471+52.78 P.S.
1472+04.93 P.S.
B.M.C.
150'
U.P.
50

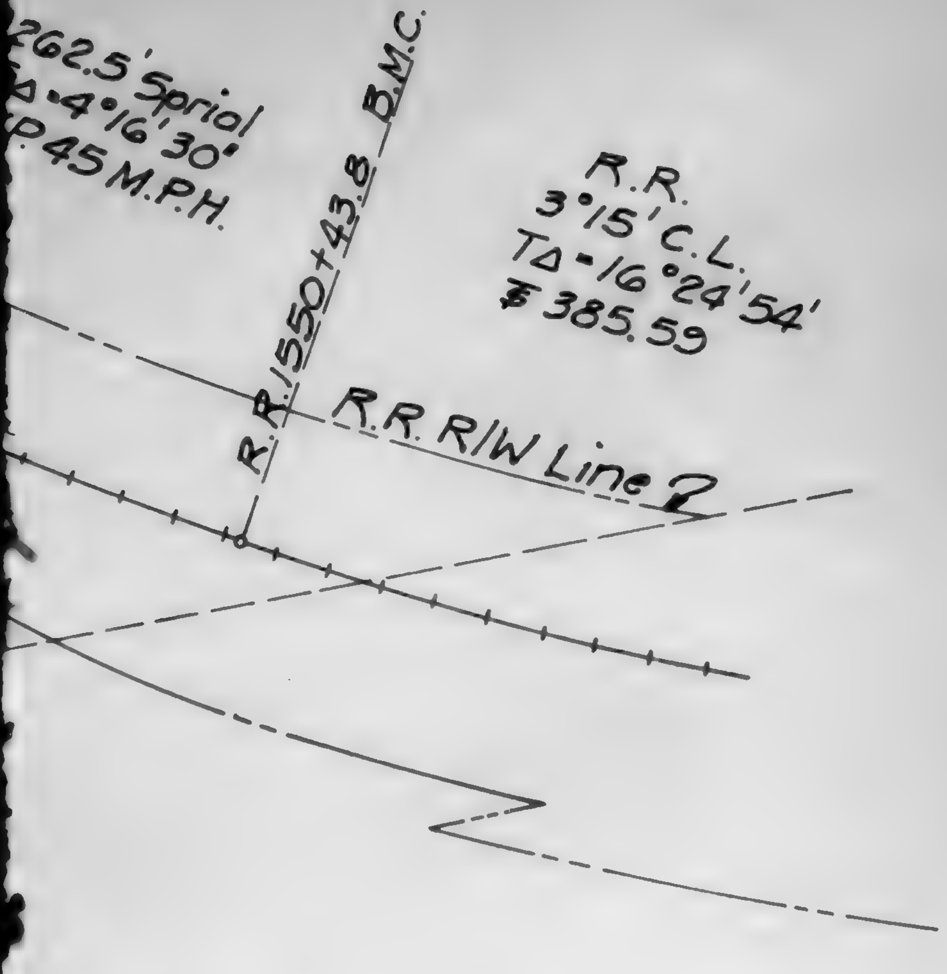

R.R.1532+08.6 B.M.C.
Relocated Encroach Line
R.R.1535+44.4 E.M
'A' E.B.1476+62.7
1477+04.93
R.R.1536+64.
'A' E.B.1478+
1479+29.29
R.R.1541+27.8 B.S
Ex. Const.
500'Sp
5-10°00'
a-0.8
Ex. Const.
500'Spiral
5-10°00
a.0.8'
Ex. Const.
4°C.R.
TΔ 28°58'30"
Ts 621.73'
R.R.
6°00'C.R.
Δmc 27°48'12'
R.R.
2°00'C.R.
Δmc.=6°07'
'A' E.B.
4°04.8'C.R.
TΔ - 29°26'02"
T - 625.60
Lmc. 211.45
150'Sp
U.P.45 M.P.H.
SΔ-1°30'
R.R. 150' Spiral
0°48')30' C.L.
SΔ = 6°00'

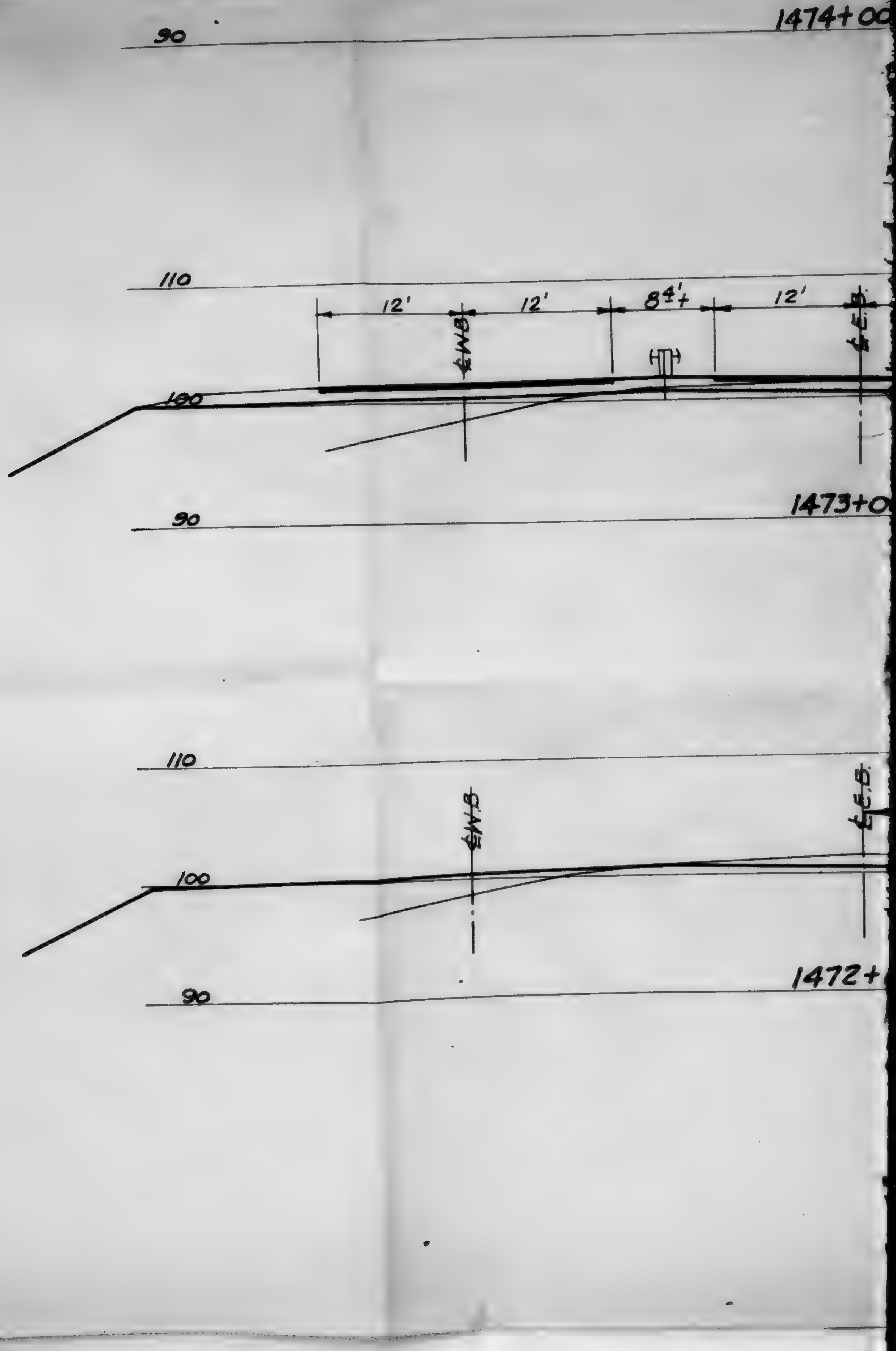
See Encroachment Map 7B-4-19

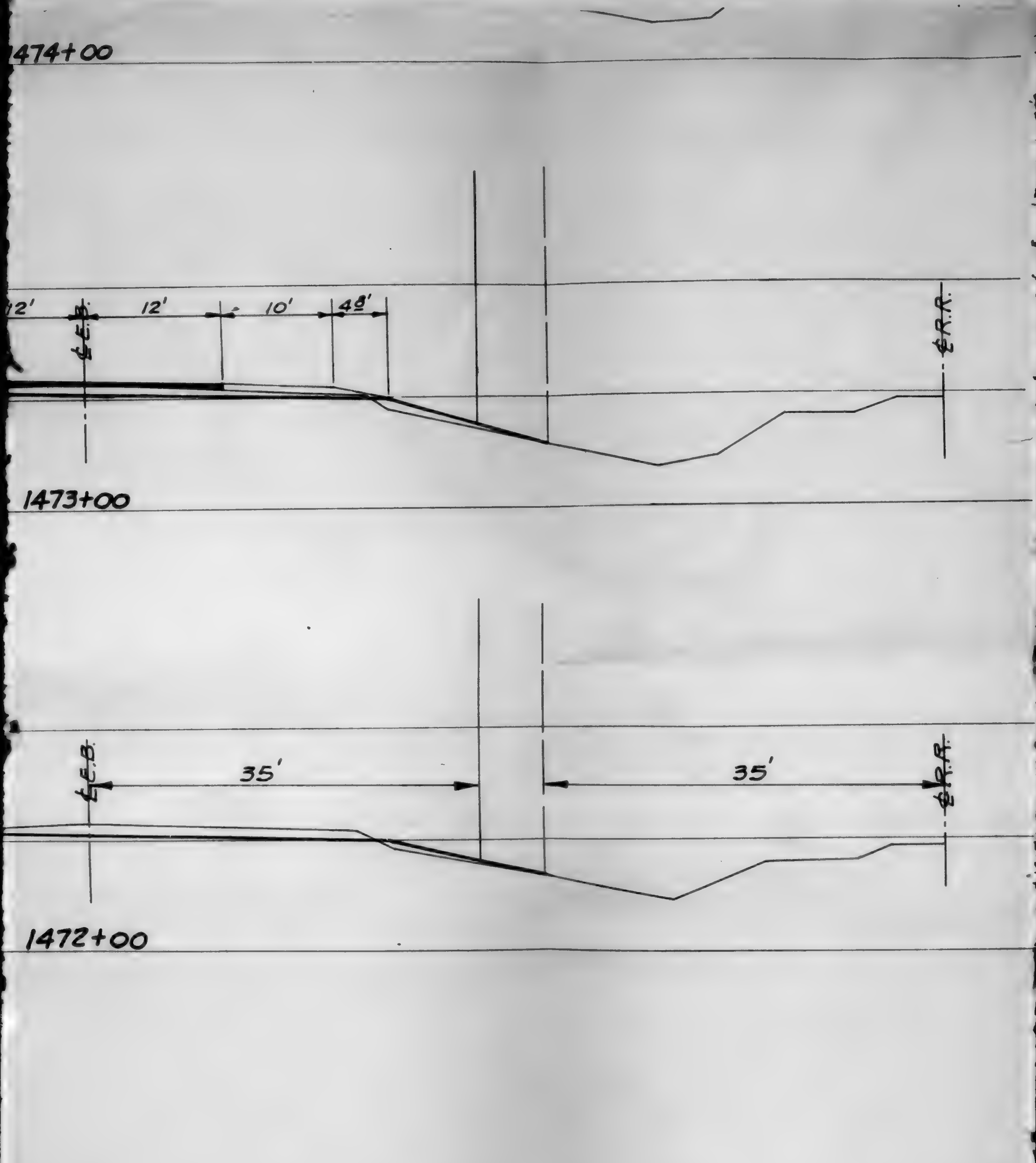
See R/W Map 7B-5-10

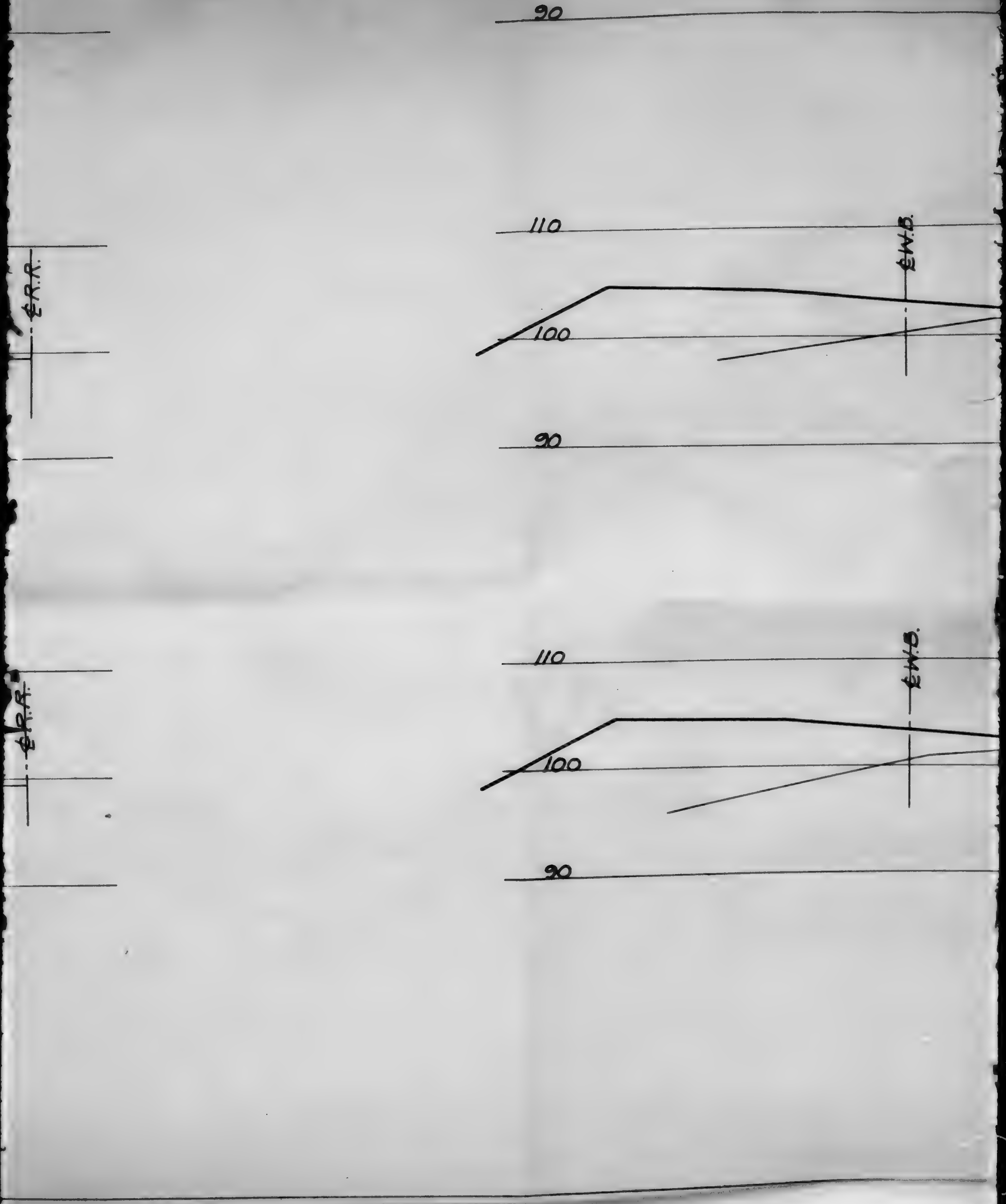

nst.
Sp
:00'
8
R.R. 1541+27.8 B.S.
½" E.B. 1483
1484
60'
1545
100
R.R. 1547+81.3 B.S.
262.5
SΔ 4°16
U.P. 45 M
R.R. 1543+67.8 E.S.
℄ R.R. R/W Line
240' Sprial
U.P. 30 M.P.H
SΔ 7°12'
R.R.
℄ Sec. 2
T2N. R11E.

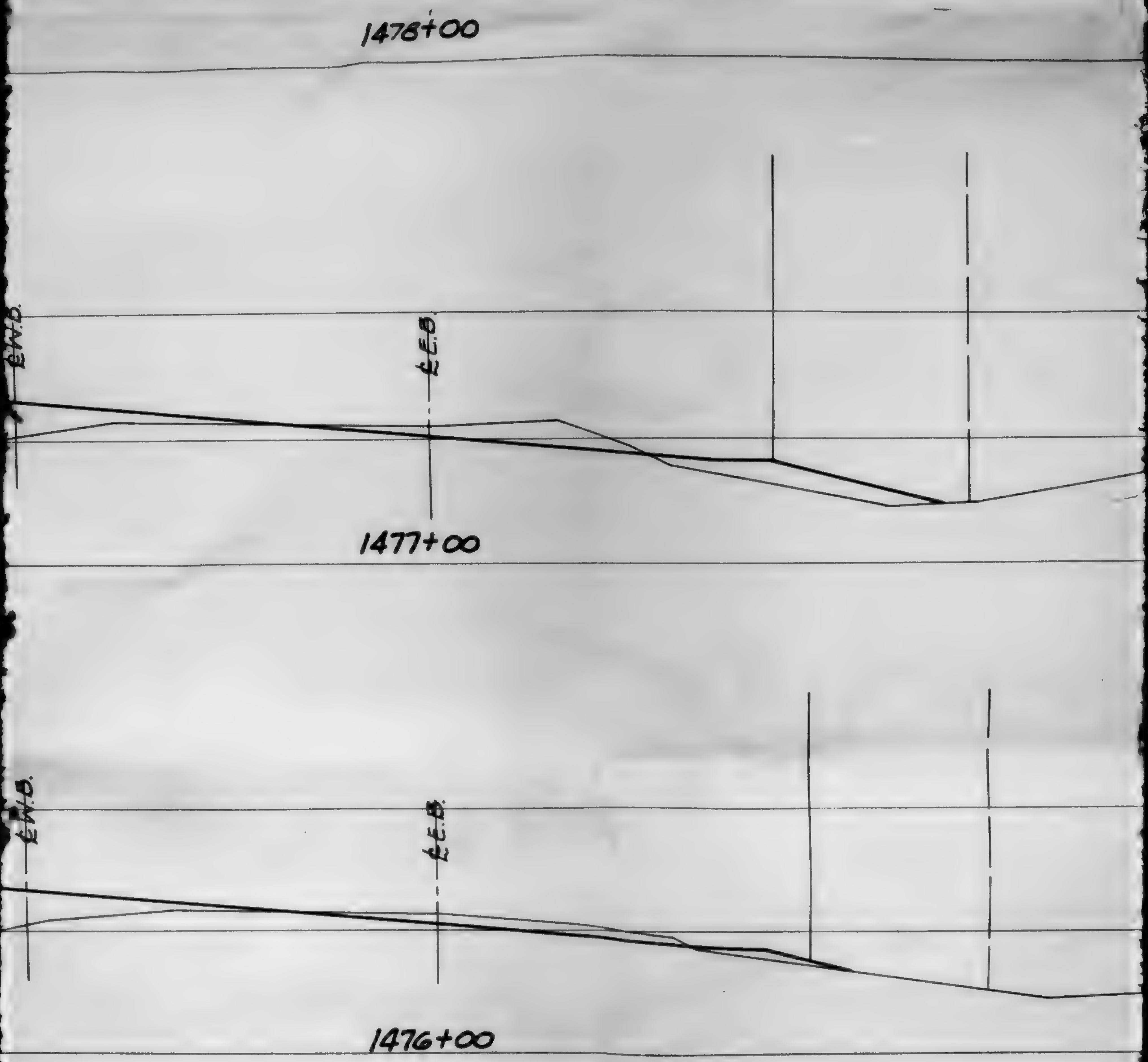
4-19

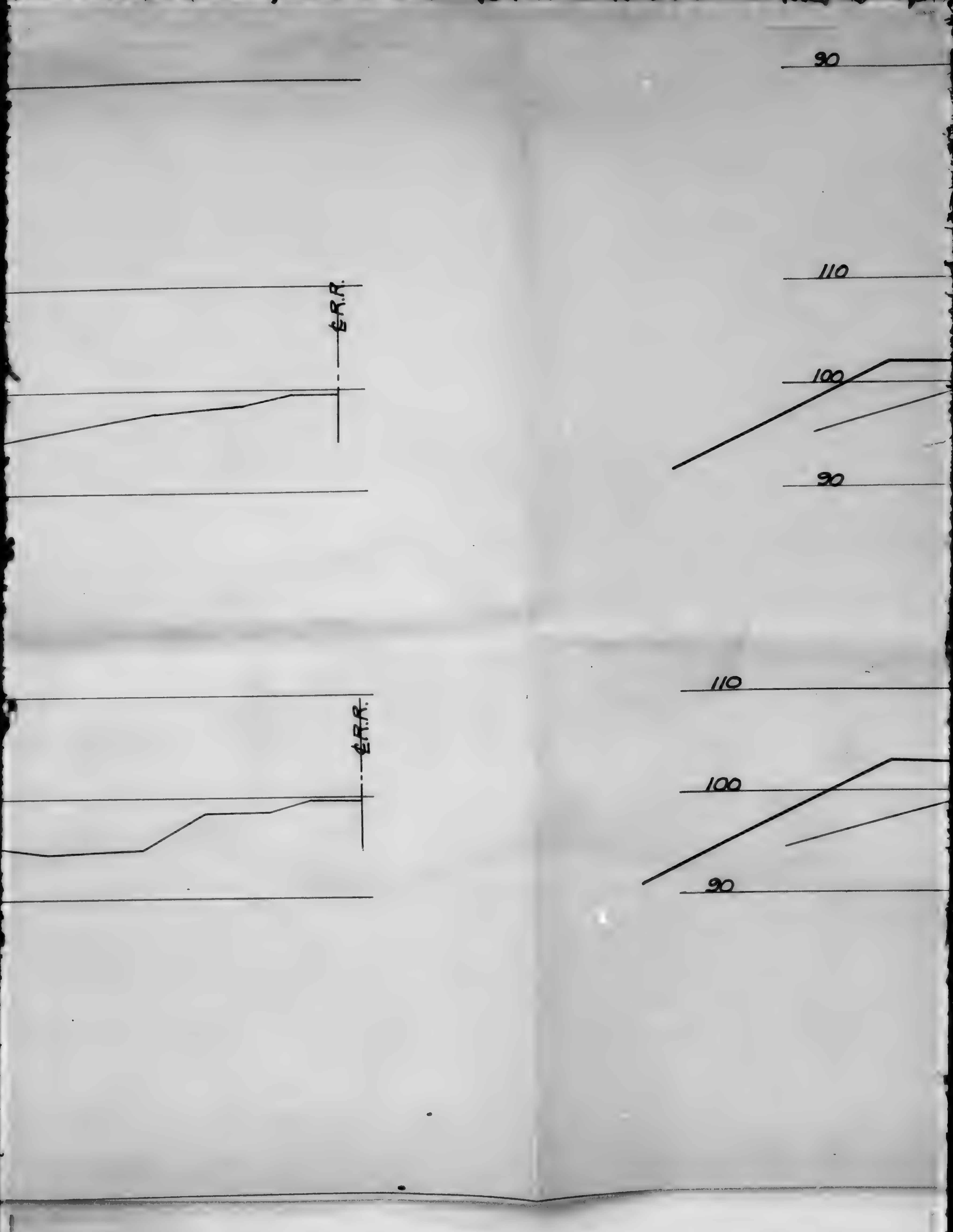

262.5' Sprial
Δ=4°16'30"
P 45 M.P.H.
R.R. 1550+43.8 B.M.C.
R.R.
3°15' C.L.
TΔ=16°24'54'
T 385.59
R.R. R/W Line ℄


90
1474+00
110
12'
12'
8 4'+
12'
℄ W.B.
℄ E.B.
100
1473+0
90
110
℄ W.B.
℄ E.B.
100
1472+
90

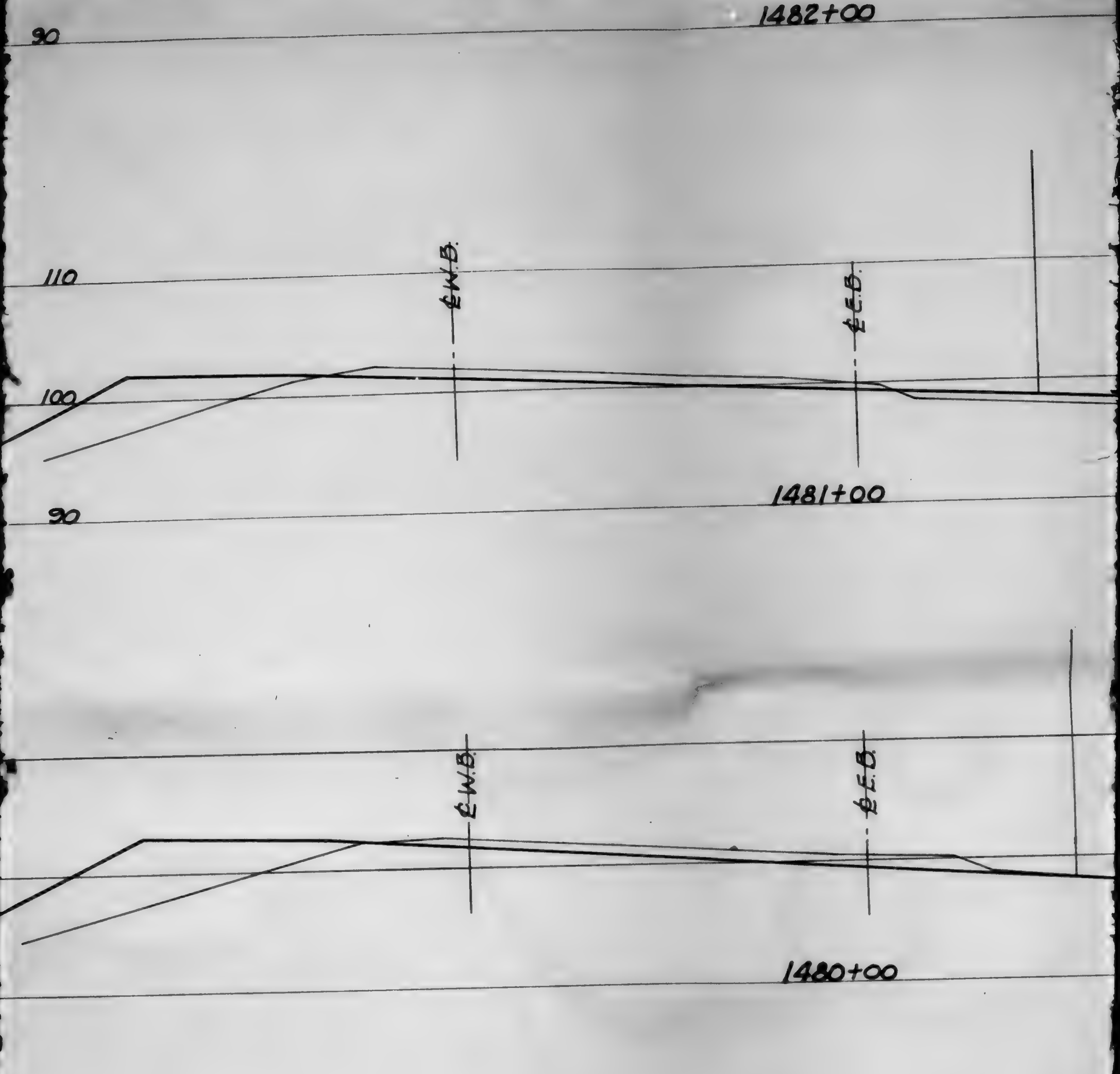

1474+00
12'
℄E.B.
12'
10'
4.8'
℄R.R.
1473+00
℄E.B.
35'
35'
℄R.R.
1472+00

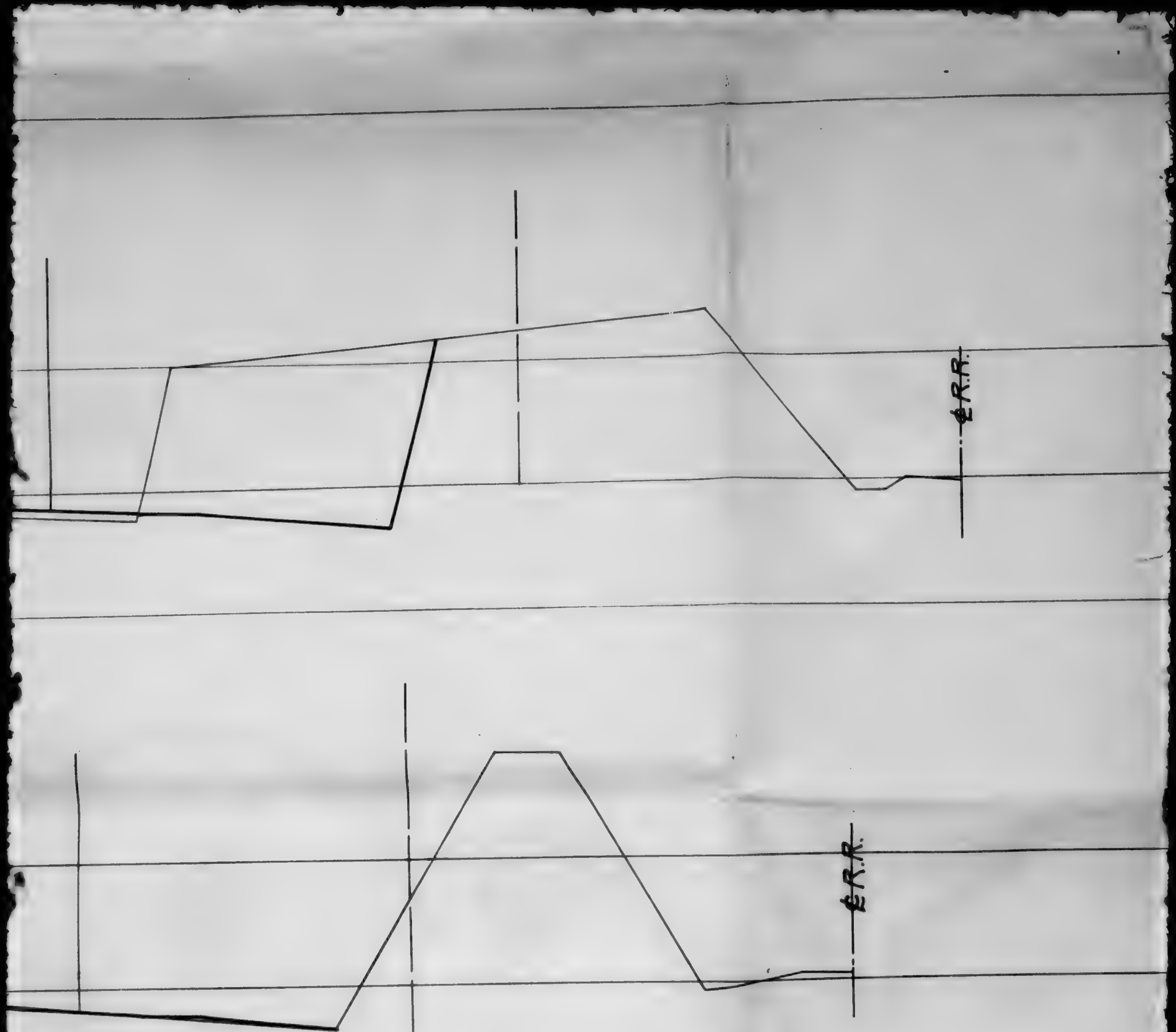

℄ W.B.
℄ R.R.
℄ W.B.
℄ R.R.

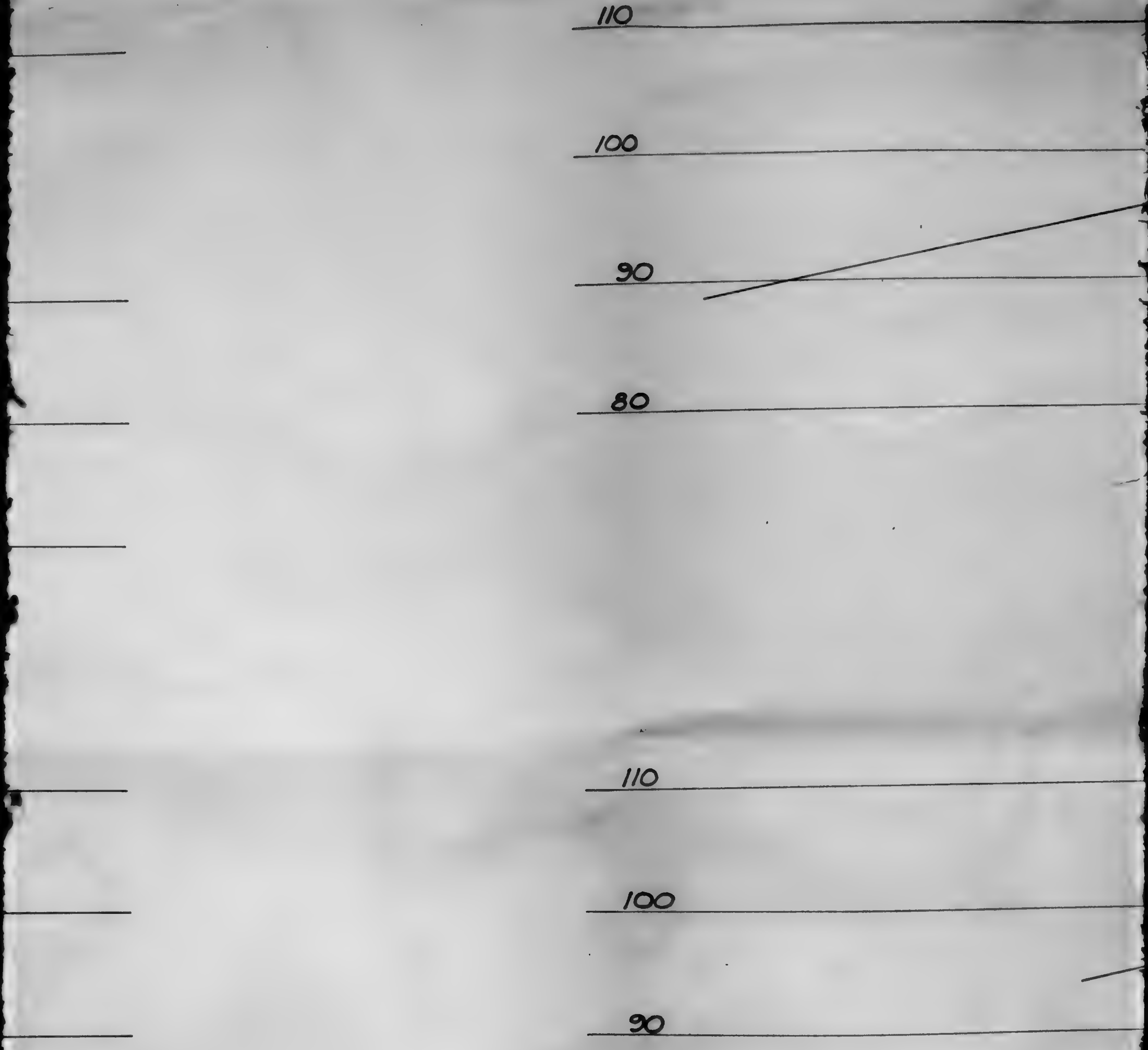

1478+00
℄ W.B.
℄ E.B.
1477+00
℄ W.B.
℄ E.B.
1476+00

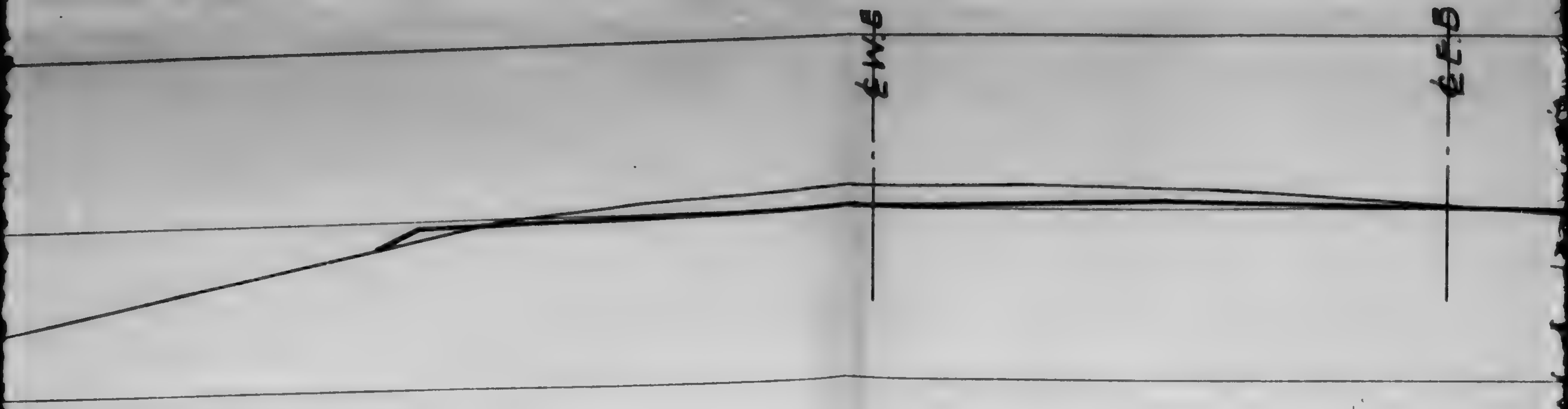


℄R.R.
℄R.R.

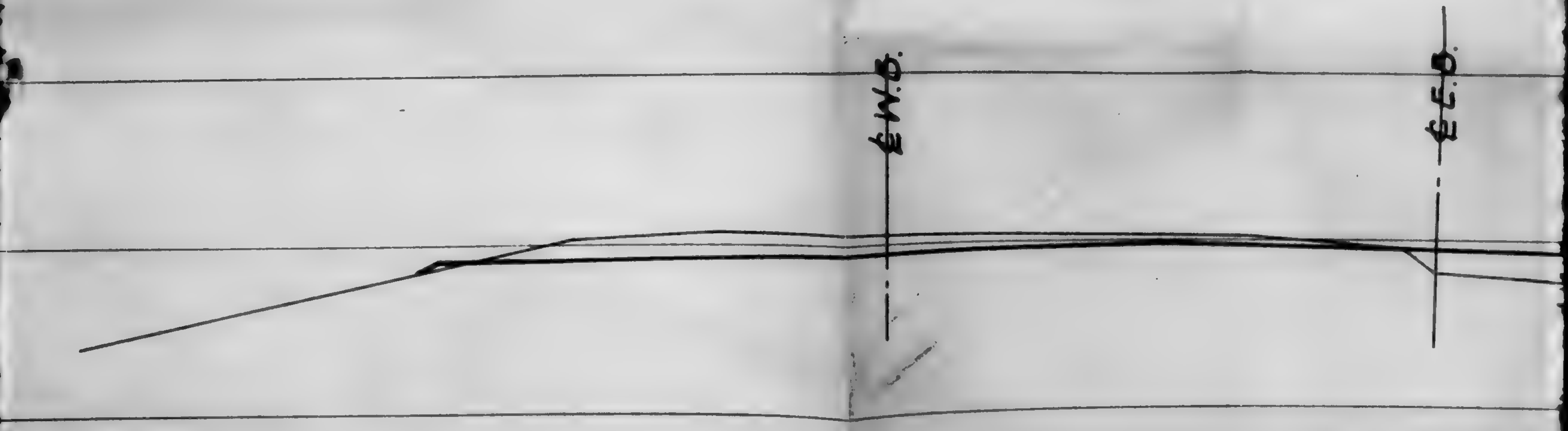

1482+00
90
110
℄ W.B.
℄ E.B.
100
1481+00
90
℄ W.B.
℄ E.B.
1480+00


℄R.R.
℄R.R.

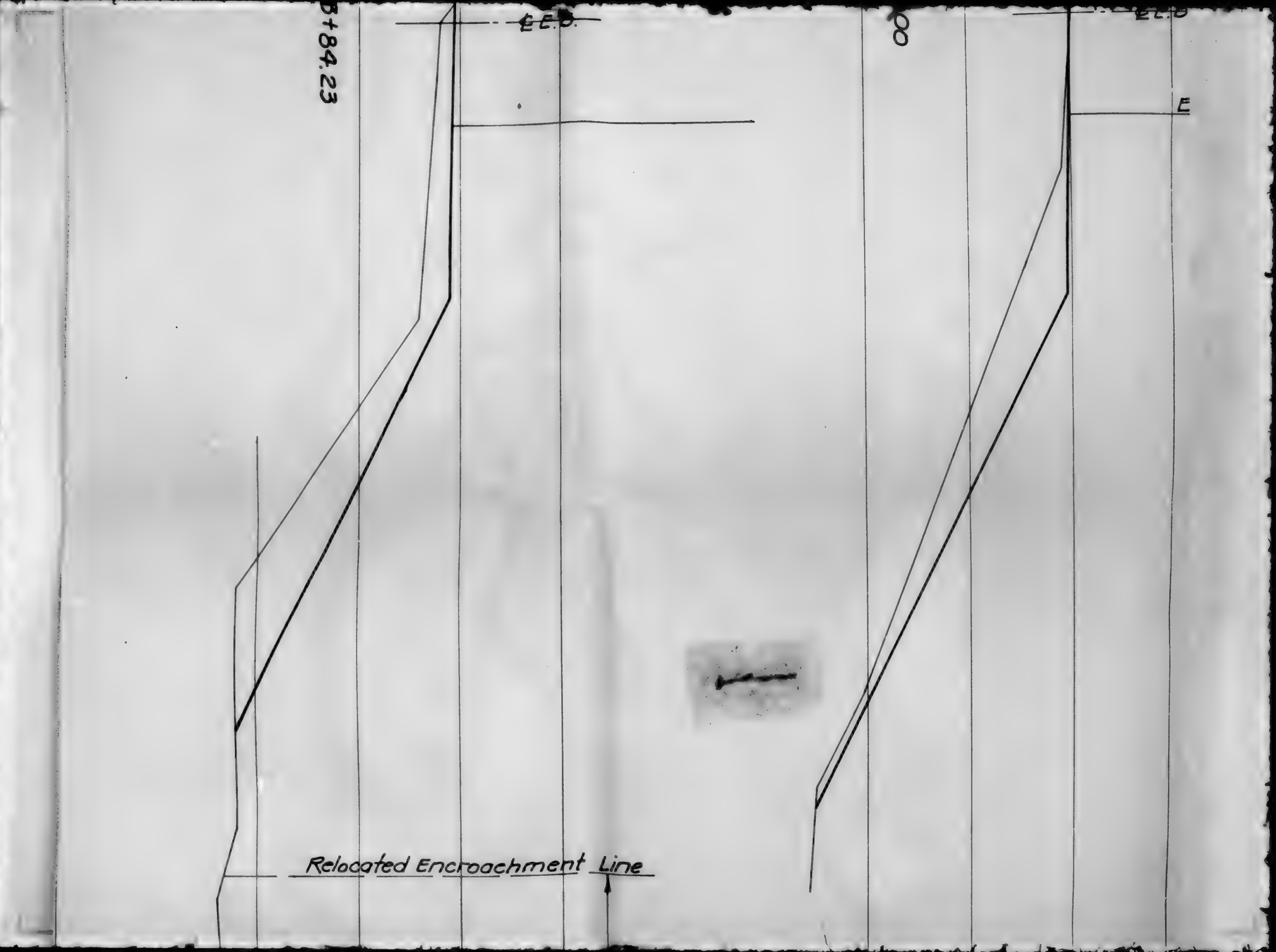

110
100
90
80
110
100
90



1485+00



1483+84.23


3+84.23
E.E.D.
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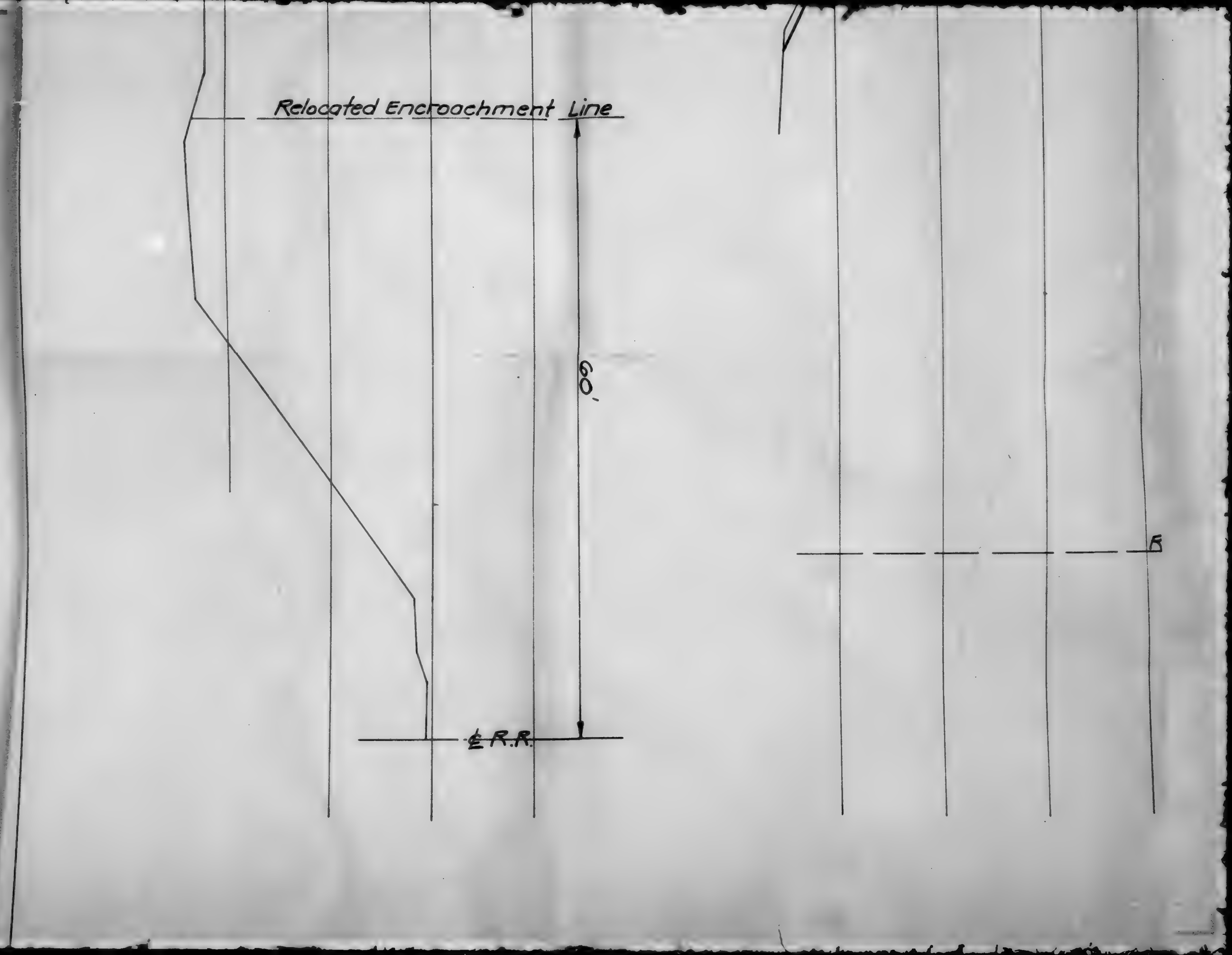
EL.D
E
Relocated Encroachment Line


Relocated Encroachment Line
60'
℄ R.R.

RECEIVED
FORM 8-20X—17,500—6-57

FOR FILING
I-80N 3(9)61

5413

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30th, 1958

SUBJECT:

To: Memo to Files:

At the contract schedule meeting in Mr. Williams' office on July 28th the subject of the necessity of a hearing on the Hood River-Shogren Section of the Columbia River Highway came up.

Only one piece of right of way must be acquired, that being for revision of the Mosier Interchange. The project will be started easterly of the Hood River Interchange, and under these conditions, Mr. Polk stated that the Bureau would not request a hearing.

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
C. G. Polk

NOTED
FORREST COOPER

RECEIVED
JUL 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

9-8310 Bandon-Port Orford Rock 1959
Prod. Proj. on Oregon
#5414 Coast Hwy.

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5144	4 final	Beckley & Thomas Rock Products

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12553	18078	$ 1,845.04	8/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **90 workdays from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **May 19, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 17, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

NOTED ON CARD
dc

Warrant Mailed:

AUG 17 1959

RECEIVED
JUL 30 1959
FOR FILING

8310

5414

July 29, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5414 for the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry-Coos Counties was completed by the contractor, Beckley & Thomas Rock Products, on May 19, 1959, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $1,845.04 will be released to the contractor on or after August 10, 1959. The total contract amount is $61,501.48, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 13 1959
FOR FILING

FILED

5414

A

July 6, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Beckley & Thomas Rock Products on contract #5414 covering the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry-Coos Counties.

This payment, in the amount of $3,318.84 will be released to contractor on or after July 16, 1959. The retained percentage is $1,845.04.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN 22 1959
FOR FILING
8-1510

5414

June 19, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Beckley & Thomas Rock Products a portion of the funds heretofore retained by the Commission on Contract #5414, for the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry-Coos Counties.

This payment, in the amount of $22,578.60, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,742.40. The present payment will be released on or after June 29, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1-

8310

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 23, 1959

Section	Bandon - Port Orford	Kind of work	Rock Production
Highway	Oregon Coast County Coos, Curry	Section prefix	8-8310
Contractor	Beckley & Thomas	Contract number	5414
Date of contract	March 5, 1959	Specified work days	90
Date work started	April 15, 1959	Work days used	38
Project authorization	$65,340.00	Per cent of time elapsed	40 %
Exclusive of engineering	$60,693.60		

Estimated cost of completed project, exclusive of engineering . . . $60,693.60

Estimated per cent overrun or underrun . . . 0 %

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . $4,646.40

Engineering cost to date $2,400, 52 %

Date project was completed May 19, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed hauling the small amount of rock remaining. Stockpiles were completed and shaped to the satisfaction of the engineer.

NOTED

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1959
NOTED SE ACE ACE COE

Signed John L. [illegible]

Address P.O. Box 374 Coquille

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			27.95		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000 cy		
Total quantities corrected to date			-		
Estimated quantities moved or placed to date			12,000 cy		
Average daily quantities			700		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			20		

Men	42
Supervision	4
Men and trucks under 3 tons	
Men and trucks over 3 tons	8
Men and tractors	4

Equipment used during week: Shovels ...1..., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ..1....

Compressors ...., Bulldozers ...3......, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

RECEIVED
R 7 - 1959
FOR FILING
8-8310
5414

FORM E-120 9M 10-00

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 7, 1959

Beckley & Thomas Rock Products
1494 NE Stephens Street
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5414 for the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry and Coos Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
MAR - 6 1959
FOR FILING

[illegible]

5414

March 5, 1959

Beckley & Thomas Rock Products
1494 N. E. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5414 for the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry and Coos Counties.

This award was based on your bid of $58,080.00 which was the low bid submitted to the Commission March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

12-8320 Kimberly-Round Basin Cr. 1959
Rock Prod. Proj.
#5415

A

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 11, 1959

12-8320

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5415 5415	4 Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19242	14201	$774.70	8/7/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from March 16, 1959

Time Extensions: None of record

Completion Date: May 15, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 12, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

AUG 12 1959

NOTED ON CARD

RECEIVED

5415

July 22, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5415 for the Kimberly-Round Basin Creek Rock Production Project on the Kimberly-Long Creek Secondary Highway in Grant County was completed by the contractor, Babler Bros., Inc., on May 15, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $774.70 will be released to the contractor on or after August 3, 1959. The total contract amount is $25,821.69, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECE[illegible]
JUN 16 1959
FOR F.

[illegible]

5415

June 15, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., on contract #5415, covering Kimberly-Round Basin Creek Rock Production Project on the Kimberly-Long Creek Secondary Highway in Grant County.

This payment in the amount of $9,489.14 will be released to the contractor on or after June 25, 1959. The retained percentage is $774.65.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1-

12-8320

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1959

Section Kimberly - Round Basin Creek

Highway Kimberly-Long Cr County Grant

Contractor Babler Bros. Inc.

Date of contract March 5, 1959

Date work started March 8, 1959

Project authorization $28,369.69

Exclusive of engineering $26,352.29

Kind of work Rock Production

Section prefix 12-8320

Contract number 5415

Specified work days 70

Work days used 45

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $25,217.50

Estimated per cent overrun or underrun — %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2,017.40

Engineering cost to date $'800)00, 34.6 %

Date project was completed May 15, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This contractor completed the crushing on this project on friday of last week. He has started moving his crusher out this week and cleaning up the site. It is expected the final cleanup to be completed by wednesday of next week.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1959
NOTED-- CE ACE ACE COE

Signed Thomas Beard Res. Engr.

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			6550 Cu. Yds.		
Total quantities corrected to date			6550 Cu. Yds.		
Estimated quantities moved or placed to date			6550 Cu. Yds.		
Average daily quantities			400 - 500		
Average daily quantities necessary to complete project on time			Finished		
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

FORM 2-120 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 30 1959
FOR FILING

12-8320

5415

Mar. 27, 1959

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5415, awarded Mar. 5, 1959, for Kimberly-Round Basin Creek Rock Production Project in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
MAR - 6 1959
FOR FILING
12-8320

5415

March 5, 1959

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5415 for the Kimberly-Round Basin Creek Rock Production Project on the Kimberly-Long Creek Highway in Grant County.

The award was based on your bid of $25,217.50 which was the low bid submitted to the Commission March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

13-8312 Buchanan-Juntura Rock 1959
Prod. Proj. on Central
#5416 Oregon Hwy.

Return to Gen Files

Gravel site 244 also West
Stockpile site (There is no Q[illegible]
to [illegible])

13-8312 Buchanan-Juntura Rock Prod. Proj. on Central Oregon Hwy. 1959
#5416

Remington Rand
CATALOG NO 50428R IF FASTENERS
ARE TO BE INCLUDED PLEASE SPECIFY
REMCRAFT FOLDER
MADE IN U S A

RECEIVED
OCT 19 1959
FOR FILING

W.C Williams

NOTED
C. WILLIAMS

September 30, 1959

FINAL COST ANALYSIS

Rock Production

Buchanan-Juntura
Contract No. 5416

Contractor: J.F. Konen Construction Co.
Resident Engineer: L.C. Johnson

Central Oregon Hwy.
Prefix No. 13-8312

13 8312

5416

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr.Mat'l in S.P.	6,004.27	Cu.Yd.	3.81	3.08	18,507.84	22,876.27
1/ 1/4"-#10 Cr.Mat'l in S.P.	3,817.84	Cu.Yd.	4.25	3.08	11,768.27	16,225.82
1/4"-0 Cr.Mat'l in S.P.	734.40	Cu.Yd.	3.81	3.08	2,263.74	2,798.06
Haul Adj. (Favor of Contractor)	240	Yd.Mi.	0.12			28.80
					$ 32,539.85	$ 41,928.95

Gross Revenue	$ 41,928.95
Total Cost	32,539.85
Net Profit	$ 9,389.10

Net Profit equals 22.39% of Gross Revenue

RECEIVED
[illegible] 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5416

Labor:		
Labor Supervision	$ 600.00	
Labor, General	5,612.46	
Labor Insurance	622.70	
Health and Welfare	142.78	
Pension	5.00	$ 6,982.24
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	10,607.13	
Equipment Rental, Hired w/out operator	3,808.60	
Equipment Rental, Hired with operator	6,144.60	
Gas, Oil, and Grease	1,269.08	
Bond	317.19	
Explosives	1,966.89	
P.U.C.	68.96	
Small Tools and Misc. Supplies	240.86	
Home Office and General Overhead	1,133.60	25,556.91
TOTAL COST		$ 32,539.85

CRUSHING BREAKDOWN - Contract No. 5416

	Quantity	Unit	Cost	Unit Cost
Move in and Set up	10,556.51	Cu.Yd.	1,605.98	0.152
Drill and Shoot	10,556.51	Cu.Yd.	4,224.55	0.40
Feed Crusher	10,556.51	Cu.Yd.	5,456.46	0.516
Crushing	10,556.51	Cu.Yd.	10,355.20	0.98
Haul to Stockpile	10,556.51	Cu.Yd.	10,001.11	0.947
Stockpile Crushed Materials	10,556.51	Cu.Yd.	896.55	0.085
Total Cost of Crushing and S.P.	10,556.51	Cu.Yd.	$ 32,539.85	$ 3.08

The crushing plant operated 199 hours for an average of 53.04 cubic yards per working hour.

Remarks - Contract No. 5416

This was a "State Project" consisting of the furnishing of 10,556.51 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties.

This project was bid March 3, 1959, awarded March 5th, and completed May 15, 1959.

The contractor began work on this project March 30, 1959 using a TD-24 dozer to strip the overburden from the quarry at M.P. 165.0 in preparation for drilling operations.

The drilling crew moved in and began drilling in the quarry on Wednesday, April 8th. Drilling was completed and the quarry shot the following week.

The contractor began moving in the crushing plant and other equipment on Thursday, April 16th. The plant assembly was completed the following week. Crushing operations were started on Tuesday, April 21st on an eight hour day basis. The contractor changed to two 8-hour shifts on Thursday.

Crushing continued steadily with two shifts until Monday, May 4th, when the contractor had to shut down due to the lack of shot quarry material. Much of the quarry material broke too big to be suitable for crushing so that considerable secondary shooting had to be done before crushing could be resumed.

Crushing was started on Monday, May 11th. All crushed material had been produced and stockpiled by noon, May 15, 1959.

The contractor began disassembly of the plant and began moving out equipment the same day. Clean up of the quarry site and stockpile was completed the following week.

The contractor made a very good profit on this project despite having to drill and shoot more material to obtain usable rock.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
AUG 10 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 6, 1959

15-8212			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5416	3 Final	J. F. Konen Construction Co., Inc.	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
18606	008862	$1,387.70	8/4/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. Skoog
ACCOUNTING DIVISION

Specified completion date: 80 workdays from March 16, 1959

Time Extensions: None of record

Completion Date: May 15, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
~~Floyd Query~~
Asst. Secretary

Warrant Mailed:

AUG 7 1959

NOTED ON CARD
CC

4

RECEIVED
JUL

[illegible]

5416

July 22, 1959

US Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5416 for the Buchanan-Juntura Rock Production Project on Central Oregon Highway in Harney-Malheur Counties was completed May 15, 1959, by the contractor, J. F. Konen Construction Company, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,387.70 will be released to the contractor on or after August 3, 1959. The total contract amount is $41,928.95, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

6

RECEIVED
JUN 16 1959
FOR FILING

13-1312

5416

June 15, 1959

US Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. F. Konen Construction Co., Inc., on contract #5416, covering the Buchanan-Juntura Rock Production Project on the Central Oregon Highway in Harney-Malheur Counties.

This payment, in the amount of $$18,545.97 will be released to contractor on or after June 25, 1959. The retained percentage is $1,253.85.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 16, 1959

Section Buchanan-Juntura

Kind of work Rock Production

Highway Central Oregon County Harney & Malheur

Section prefix 13-8312

Contractor J. F. Konen Const. Co., Inc.

Contract number 5416

Date of contract March 5, 1959

Specified work days 80

Date work started March 30, 1959

Work days used 43

Project authorization $47,579.06

Exclusive of engineering $44,195.66

Per cent of time elapsed 53.75 %

Estimated cost of completed project, exclusive of engineering . . . . $ 44,195.66

Estimated per cent overrun or underrun . . . . 00 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 3,383.40

Engineering cost to date $ 1353.36, 40 %

Date project was completed May 15, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has been crushing steadily all week, one nine hour shift, production of ¼"- 0 was commenced Wednesday morning. All crushing was completed Friday Noon. Contractor moving some equipment out Friday of this week, expects to finish cleanup of site next week.

Field party of three men remeasuring remaining stockpiles Friday of this week.

Semi-final on this project should be submitted some time in next week or so.

Last Report this project.

NOTED
JOHN R. OAKES

Noted
M. N Juve

CONSTRUCTION DIVISION
RECEIVED
MAY 18 1959
NOTED-- CE ACE ACE COE

Signed L. C. Johnson

Address 252 S. Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,650		
Total quantities corrected to date			10,650		
Estimated quantities moved or placed to date			10,650		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			10		

Men 1

Supervision 2

Men and trucks under 3 tons 2

Men and trucks over 3 tons 3

Men and tractors 2

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 2, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
APR 22 1959
FOR FILING
13-8312
5416

April 21, 1959

J. F. Kenen Construction Co., Inc.,
715 "D" Street
Lewiston
Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5416, awarded March 5, 1959, to your Company for the Buchanan-Juntura Rock Production Project on the Central Oregon Highway in Harney and Malheur Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR [illegible]59
FOR FILING

13-8912

5416

March 5, 1959

J. F. Konen Construction Company, Inc.
715 D Street
Lewiston, Idaho

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5416 for the Buchanan-Juntura Rock Production Project on the Central Oregon Highway in Harney and Malheur Counties.

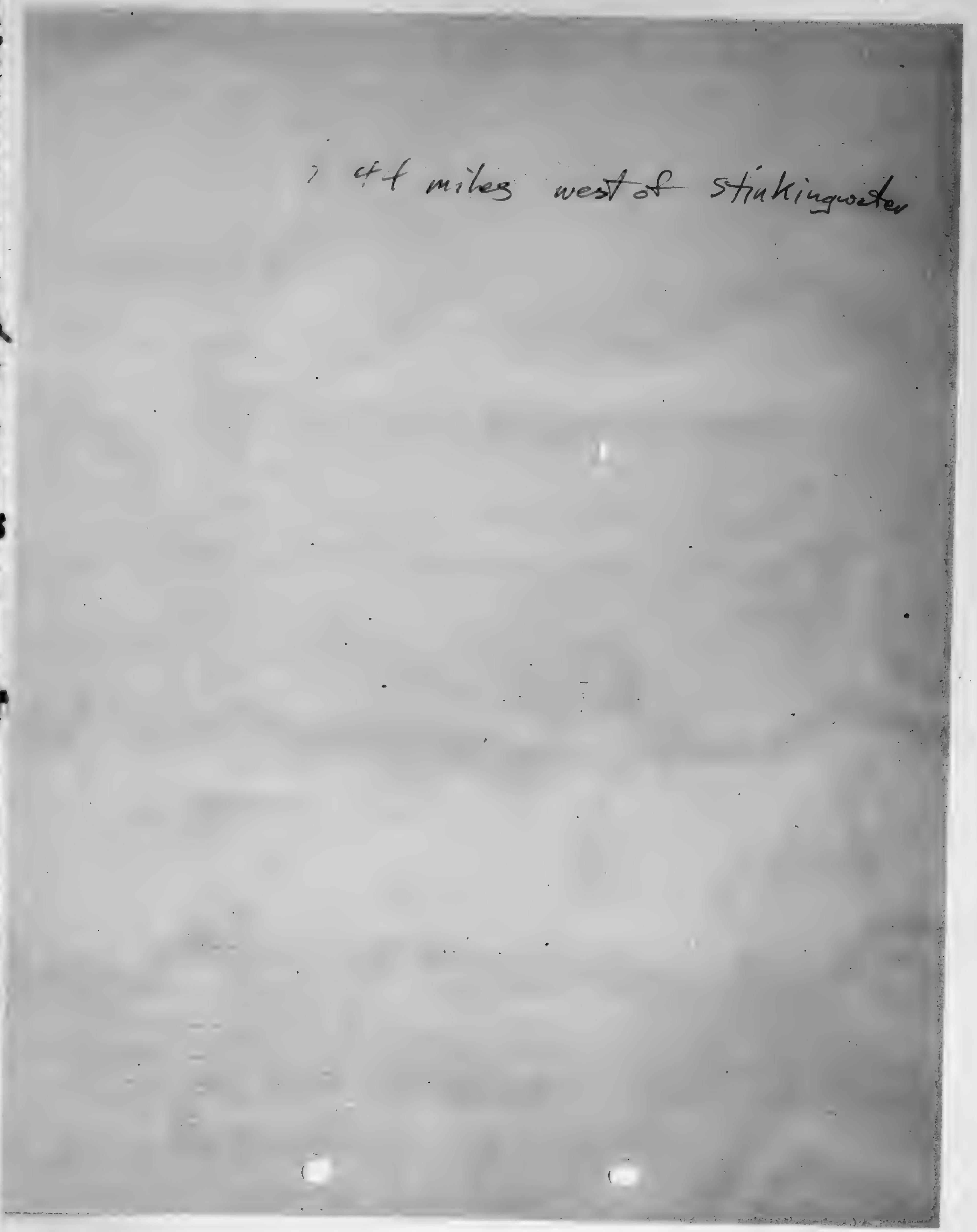
This award was based on your bid of $42,292.50 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)



? 44 miles west of stinkingwater

316-1706 Madras (4th & Pine Sts.) 1959
#5417 Oiling Proj.

Sp. State Tax Street Fund 65

RECEIVED
MAR 21 1960
FOR FILING

NOTED
W. C. WILLIAMS

W. C. Williams

March 10, 1960

FINAL COST ANALYSIS
Oiling
Contractor: J. C. Compton Co.
Resident Engineer: Ernest L. Scrivner

Madras (4th & Pine Streets)
Contract No. 5417

Prefix 316-1706

[illegible]

547

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gr. Revenue
Sprinkling	8	M-Gal.	4.00	2.32	18.55	32.00
Preparation of Base	.28	Mile	500.00	218.57	61.20	140.00
Furnish & Place Aggregate	515	Cu. Yd.	4.30	3.33	1,715.65	2,214.50
120-150 Asphalt	40.67	Ton	42.00	38.05	1,547.49	1,708.14
Extra for Oiling Approaches	4	Each	25.00	17.80	71.16	100.00
					$ 3,414.05	$ 4,194.64

Gross Revenue	$ 4,194.64
Total Cost	3,414.05
Net Profit	$ 780.59

Net Profit equals 18.6% of Gross Revenue

DETAIL OF COST - Contract No. 5417

Labor:				
Labor			$ 617.95	
Labor Insurance			61.80	
Health and Welfare			24.54	$ 704.29
Materials:				
120-150 Asphalt	40.67 Ton	@ $25.00	1,016.75	
Freight on Asphalt	40.67 Ton	@ $6.20	252.15	
Rock Purchased from E.C. Hall	515 Cu.Yd.	@ $1.25	643.75	1,912.65
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			474.41	
Gas, Oil and Grease			146.12	
Bond			25.17	
Small Tools and Misc. Supplies			37.50	
P.U.C.			17.85	
P.L. and P.D. Insurance			10.22	
Home Office and General Overhead			85.84	797.11
		TOTAL COST		$ 3,414.05

Remarks - Contract No. 5417

This was a "State Project" calling for the oiling of .28 mile of Type 0-11 oil mat wearing surface on 4th & Pine Streets in the city of Madras in Jefferson County.

The project was bid March 3, 1959, awarded March 5th. Work started June 15th and the project was completed June 18, 1959.

The contractor had his oiling equipment in the vicinity as he subcontracted the oiling work on the S. Unit, Lyle Gap-Madras section. These projects were worked simultaneously. The oiling work started June 15th and completed June 18th. Approximately three days were required to do the work on the project.

The contractor had good bid prices, good equipment, and good supervision, realizing an excellent profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

A

RECEIVED
SEP 21 1959
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 17, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5417	2 Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22707	47725	$ 306.50	9/15/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from March 16, 1959

Time Extensions: None of record

Completion Date: June 18, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP [illegible]
J.C.

NOTED ON CARD
J C

RECEIVED
JUL 29 1959

FOR FILING
[illegible]

5417

July 29, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5417 for oiling 4th & Pine Streets in Madras, Jefferson County, was completed by the contractor, J. C. Compton Company, on June 18, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $306.50 will be released to the contractor on or after August 10, 1959. The total contract amount is $4,194.64, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

RECEIVED
JUL 13 1959
FOR FILING

34-1700

5417

A

July 6, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Company on contract #5417 covering oiling 4th & Pine Streets in Madras, Jefferson County.

This payment, in the amount of $3,888.14 will be released to contractor on or after July 16, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Gordon Carey Insurance Agency
334 3rd Street
McMinnville, Oregon

Form E-1—(Rev.)—

A

316 1706.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1959

Section Madras (4th and Pine Streets)

Kind of work Oiling

Highway City Streets County Jefferson

Section prefix 316-1706

Contractor J. C. Compton Co.

Contract number 5417

Date of contract March 5, 1959

Specified work days 60

Date work started June 15, 1959

Work days used 22

Project authorization $4,995.00

Exclusive of engineering $4,639.80

Per cent of time elapsed 36.7 %

Estimated cost of completed project, exclusive of engineering $ 4,388.00

Estimated per cent overrun or underrun Underrun 5.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 355.20

Engineering cost to date $ 340, 95.7 %

Date project was completed June 18, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate for project completed and submitted to Division Office on Friday.

- FINAL REPORT -

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED.. ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED
JOHN R. [illegible]

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Res. Engr.

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.28		0.28	
Miles partially completed		0.28		0.28	
Miles completed		0.28		0.28	
Total estimated quantities (contract)		180 CY		Asph. 40 Tons Aggr. 440 CY	
Total quantities corrected to date		0		Asph. 40.67 Tons Aggr. 560 CY	
Estimated quantities moved or placed to date		0		"	
Average daily quantities		Completed		Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Warm		
Tuesday	Ptly.Cldy. & Warm		
Wednesday	"		
Thursday	Cldy.&Mild		
Friday	Ptly.Cldy. & Warm		
Saturday			

A

RECEIVED
MAR 30 1959
FOR FILING

316-1706

5417

FORM E-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mar. 27, 1959

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5417, awarded Mar. 5, 1959 for oiling on the Madras (4th and Pine Streets) Section in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
MAR 16 1959
FOR FILING

5417

March 16, 1959

CERTIFIED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We are enclosing your certified check No. 2239 in the amount of $250.00.

This check was submitted with your proposal for the Madras Oiling Project in Jefferson County, on which bids were received on March 3, 1959. As this contract, No. 5417, has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc John Herr - Accting
Edith Middleton

fp

NOTED
C. G. SWENSON

March 12, 1959

NOTED
Harold C. Ayers

Mr. Jos. M. Palin
City Recorder
Madras, Oregon ✓ 59 Spec. City oiled

NOTED
[illegible]

Dear Mr. Palin:

On March 5, 1959, the State Highway Commission awarded a contract to J. C. Compton for the oiling project on 4th and Pine Streets in Madras.

Enclosed is a copy of the contract and plan sheet for the city's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:[redacted]
Encl.

A

RECEIVED
MAR - [illegible] 1959
FOR FILING

316-1706

5417

Salem, Oregon
March 6, 1959

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low bids at the March 3, 1959 letting:

Certified check No. 2239 in the amount of $250.00 from J. C. Compton Company for the Madras Oiling Project in Jefferson County, Contract No. 5417. Awarded 3-5-59.

Certified Check No. 6067 in the amount of $2,000.00 from W. D. Miller Construction Co. for the Hayden Mtn.-Keno Rock Production Project in Klamath County, Contract No. 5426. Awarded 3-5-59.

Certified Check No. 2082 in the amount of $1,200.00 from L. A. Decker for the Quartz Mtn.-Lakeview Rock Production Project in Lake County, Contract No. 5419. Awarded 3-5-59.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Edith Middleton
fp

A

RECEIVED
MAR - 6 1959
FOR FILING

316-1706

5417

March 5, 1959

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5417 for oiling in Madras (4th & Pine Sts.), Jefferson County.

This award was based on your bid of $4,440.00 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JAN 28 1959

FOR FILING
316-1706

5417

January 27, 1959

Jos. M. Palin, City Recorder
City Hall
Madras, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Madras covering the Special City Allotment project on Fourth and Pine Streets in Madras.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN 29 1959
FOR FILING

Fin & Acct
Alloc
to Cities

Madras

Salem, Oregon
January 27, 1959 Co. State Co & St. Funds #65

$250,000 Fund (1959) Agreement
City of Madras

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Madras covering the Special City Allotment project on Fourth and Pine Streets in Madras.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Madras, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: $250,000 Fund (1959) Agreement
City of Madras

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fourth and Pine Streets in Madras. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 10/23/58.

C. G. Swenson
Engineer, County & City Relations

By

John D Graham
John D. Graham
Office Engineer

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan, 16, 1959

AUTHORIZED BY HIGHWAY COMMISSI
DATE 10-23-58 Min page 32
Floyd Query
Secretary

RECEIVED
JAN 26 1959
FOR FILING
316-1706

5417

1-21-59

NOTE:
W. C. WILLIAMS

LOCATION PROSPECTUS
FOURTH STREET AND PINE STREET
CITY OF MADRAS
JEFFERSON COUNTY

The following prospectus is submitted in regard to Fourth Street and Pine Street in Madras. The Fourth Street section runs from "C" Street to Pine Street on Fourth Street, and the Pine Street section runs from Fourth Street to Fifth Street on Pine Street. The overall length of the project is 0.28 mile.

This will be a location survey for the purpose of preparing plans for placing 2-inch level course and an 0-11 oil mat. Placing of curbs, base and drainage is to be accomplished by the city. Reconnaissance is not necessary. Soils investigation has been made.

The Fourth Street section is 54 feet in width and the Pine Street section is 44 feet in width.

Adequate quantities of material are available from local commercial sources.

There are no state parks affected by this project.

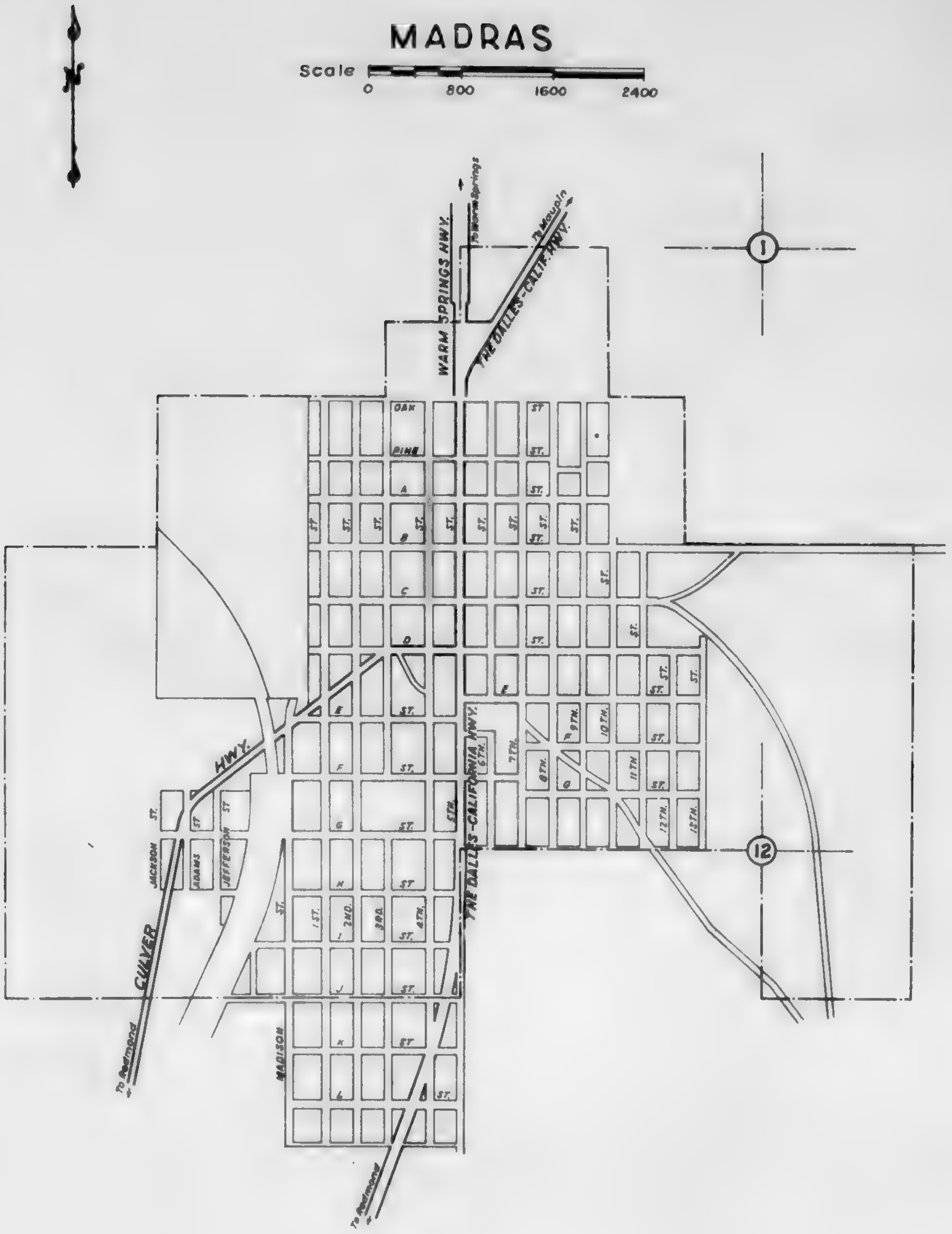
January 21, 1959

Attachment

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
Lowell Stratton
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MADRAS


Scale
0
800
1600
2400
N
To Warm Springs
WARM SPRINGS HWY.
To Maupin
THE DALLES-CALIF. HWY.
①
OAK ST.
PINE ST.
A ST.
B ST.
C ST.
D ST.
E ST.
F ST.
G ST.
H ST.
I ST.
J ST.
K ST.
L ST.
1ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
10TH.
11TH
12TH.
13TH.
THE DALLES-CALIFORNIA HWY.
HWY.
CULVER
JACKSON ST.
ADAMS ST
JEFFERSON ST
MADISON ST.
To Redmond
To Redmond
⑫

Estimate
12-24-58

[illegible] (5th Street) Section and Ave
[illegible]

Item No. | Item | | Unit Price | Amount

~~[illegible] Crushed Material in Base — [illegible] cu. yds.~~

~~For ____________________ per cu. yd. $_____ $_____~~

1. 3/4" – 0 Material in Base Leveling Course ~~[illegible]~~ 180 cu. yds.

For ____________________ per cu. yd. $ 4.00 $ 720.—

2. Sprinkling ~~[illegible]~~ 4 M-gals.

For ____________________ per M-gal. $ 10.00 $ 40.—

3. Preparation of Base ~~[illegible]~~ 0.28 mile

For ____________________ per mile $ 250.00 $ 70.—

4. Furnishing and Placing Aggregates ~~[illegible]~~ 440 cu. yds.

For ____________________ per cu. yd. $ 6.50 $ 2860.—

5. 120-150 Asphalt ~~[illegible]~~ 40 tons

For ____________________ per ton $ 60.00 $ 2400.—

Intersection Grading 1200

Total Amount of ~~Bid~~ Est. 6090.—

12½ % Engr & Cont 761.25

Total 6,851.25

12-9-58

ORDINANCE NO. 212

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MADRAS, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF FOURTH STREET FROM "C" TO PINE STREET; PINE STREET FROM 4 TH TO 5 TH STREET, A DISTANCE OF APPROXIMATELY 0.28 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Madras, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Fourth Street from "C" Street to Pine Street; Pine Street from 4 th to 5 th, a distance of approximately 0.28 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Madras to pay all cost in excess of $20,000; THE CITY OF MADRAS DOES ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Madras, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Fourth Street from "C" Street to Pine Street; Pine Street from 4th to 5th and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1959 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, therby involving the peace, health, and credit of the people of the City of Madras, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated August, 1947.

AYES 6

NAYES 0

Submitted to and approved by the Mayor the 9th day of December, 1958.

By M. Broadbent
Maurice Broadbent, Mayor

ATTEST:

Jos M Palin
City Recorder - Jos. M. Palin

I hereby certify that the above Ordinance is a true copy of the one approved and adopted by the Common Council of the City of Madras on December 9th, 1958, and recorded in the third book of ordinances for the City of Madras.

Jos M Palin
Jos M. Palin, recorder

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
Proposed PROJECT BASE DESIGN

Information only

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

RECEIVED
DEC 1958
ENGINEER

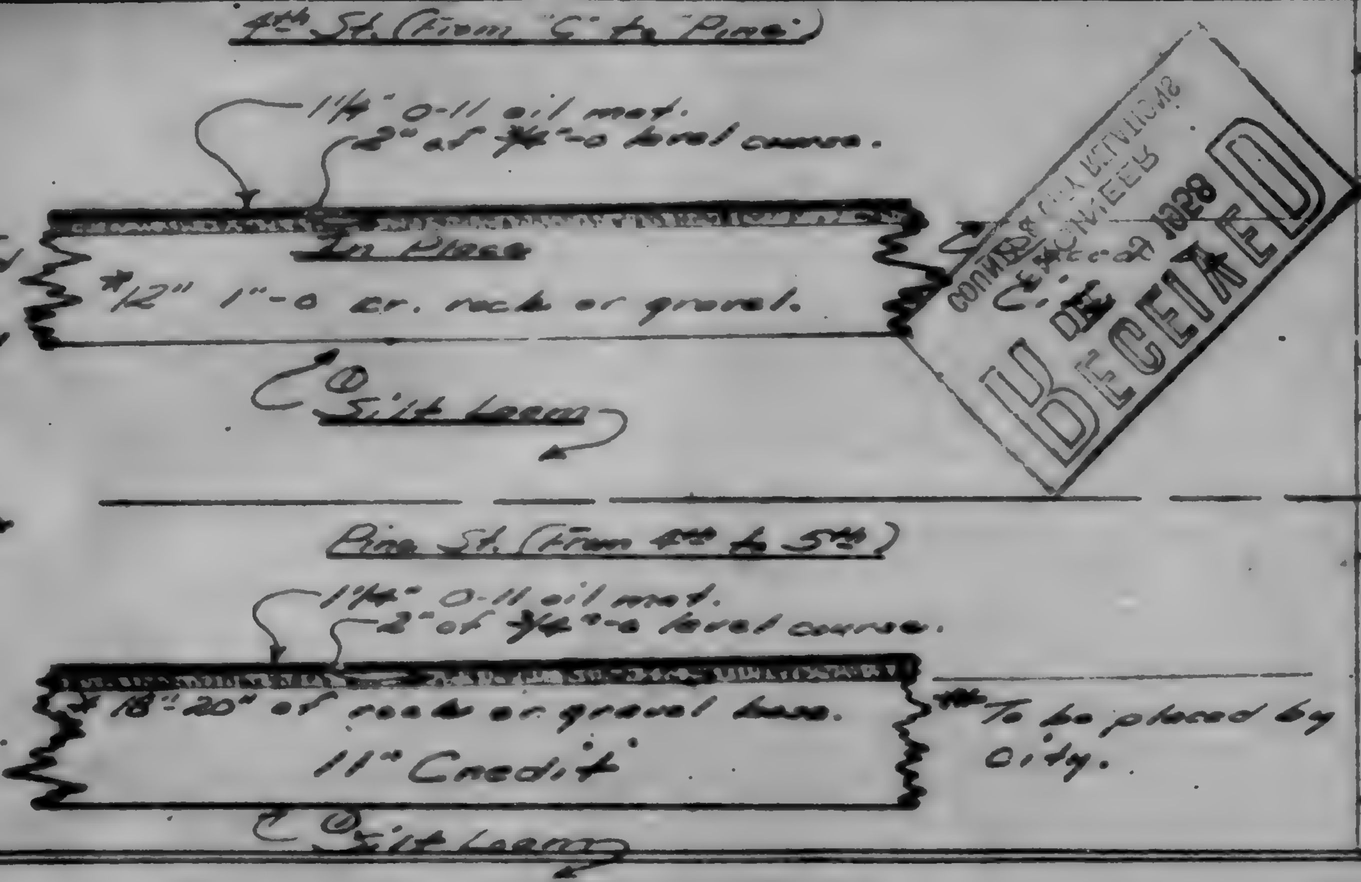
Section 4th & Pine Sts. Highway City of Madras County Jefferson Profile
Res. Engr. Length of Project Miles. Sta. to Sta. Date

Average Frost Penetration - 28" TYPICAL SECTIONS Traffic Classif. - Medium

① Typical Soil
LL
PI
69 % P. 200
49 % Silt
10 % Clay
16 R-Value

Representative
* Test of base in place
1" Max. size
56 % P. ¼
18 % P. 40
4 % P. 200
20 Abrasion
2.79 Sp. Gr.
22 LL
0 PI

12-9-58


4th St. (From "C" to Pine)
1¼" 0-11 oil mat.
2" of ¾"-0 level course.
In Place
Placed by City
*12" 1"-0 cr. rock or gravel.
① Silt Loam
Pine St. (From 4th to 5th)
1¼" 0-11 oil mat.
2" of ¾"-0 level course.
*18"-20" of rock or gravel base.
11" Credit
**To be placed by City.
① Silt Loam

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼	0-11
			2	level
		12		
14			15¼	
			1¼	0-11
			2	level
		11		
14			14¼	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

** Information from Joseph M. Palin, City Recorder. Pine St. from 4th to 5th to be excavated and replaced with 18" to 20" of rock or gravel. To be obtained from the Madras Airport. See test of base in place.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Kleiker
State Assistant
[redacted]

Recommended by
Asst. Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

No 26

11 27-58

RESOLUTION NO. ~~4~~ 3-58

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; Section 15, chapter 413, Oregon Laws 1945, as amended by section 4, Chapter 114, Oregon Laws 1947, and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon, and has a population of 1,604, as given by the latest official census, and

WHEREAS, the following streets of said city, Fourth Street from the North line of the intersection of Fourth and "C" Streets to the North line of the intersection of Fourth and Pine Streets, and Pine Street from the East line of the Intersection of Fourth and Pine to the West line of the intersection of Fifth and Pine are not a part of parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, recondition and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from the North line of the intersection of Fourth and "C" Streets to the North line of the intersection of Fourth and Pine Streets, and Pine Street from the East line of the intersection of Fourth and Pine, to the West line of the intersection of Fifth and Pine are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Madras does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jos. M. Palin as the official representative of the City in all negotiations resulting from this request.

Passed and approved this 29th day of April, 1958

M. Broadhurst

Mayor

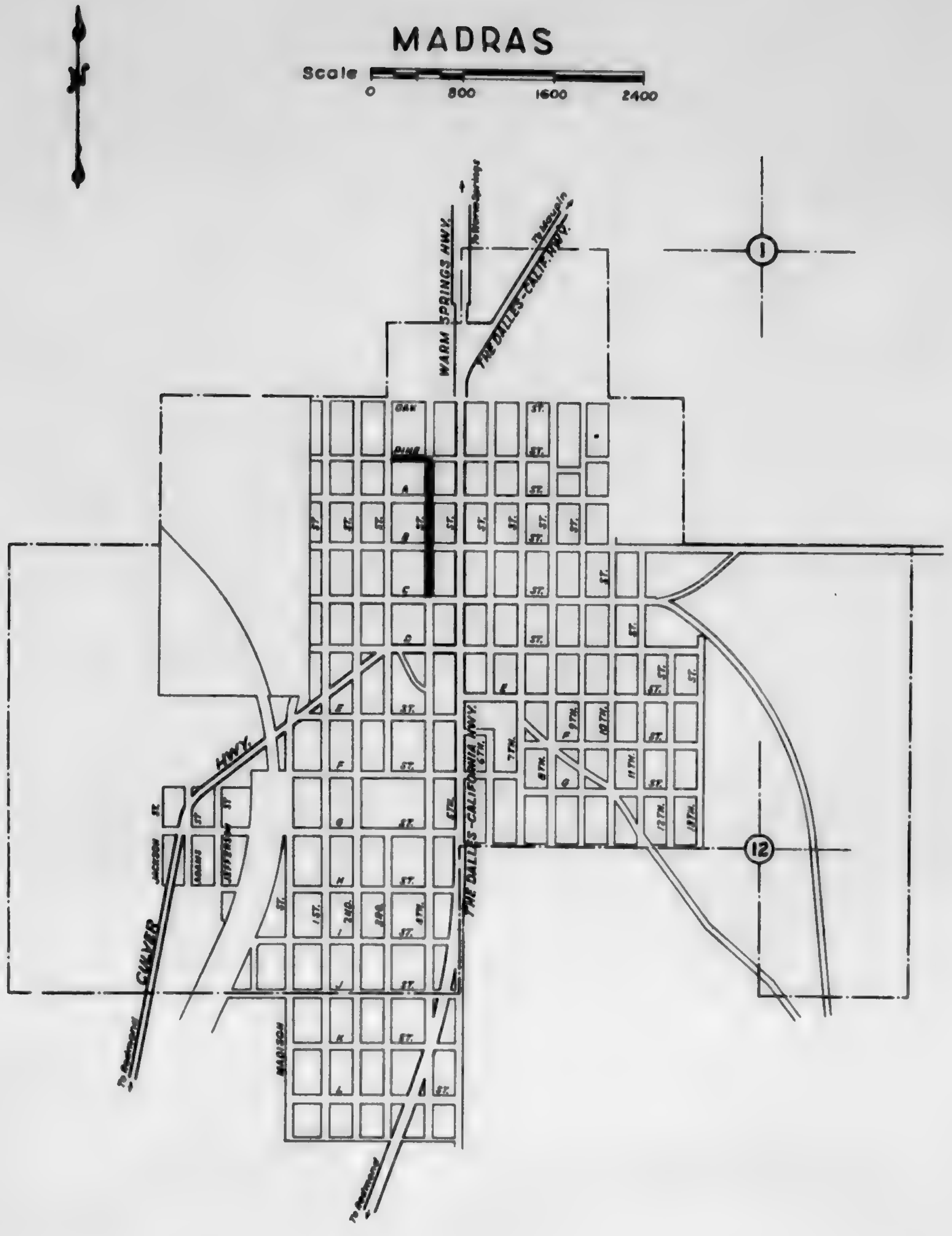
ATTEST:

Jos M Palin.

City Recorder

7626

MADRAS


Scale
0
800
1600
2400
To Warm Springs
WARM SPRINGS HWY.
To Maupin
THE DALLES-CALIF. HWY.
1
OAK
PINE
ST.
A
B
C
D
E
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H
I
J
K
L
ST.
1 ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
10TH.
11TH.
12TH.
13TH.
HWY.
JACKSON
ADAMS
JEFFERSON
MADISON
CULVER
To Redmond
To Redmond
THE DALLES-CALIFORNIA HWY.
12

Rev 8-19-49

I-5-1(2)58 N. Grants Pass Interch. 1959
Sec. of Pac. Hwy. (Scoville
#5418 Rd. & 7th St. O'Xings)

RECEIVED
FEB 1 1 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

January 29, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Coop:

With reference to your letter of January 23 relative to the property at the Grants Pass interchange, apparently we are talking about the wrong property. This thing has been hanging fire for some time and in order to clarify the situation so that we all understand the problem, I have asked Bill Falwell to drop in and indicate the actual area in which he has an interest so that the matter can be brought to a conclusion.

Regards,

GLJ

Porter

GLJackson
mg

RECEIVED
JAN 30 1963
OFFICE OF
STATE HIGHWAY ENGR.

Mr. Falwell
called at Office
2-6-62

RECEIVED
MAR 14 1960
FOR FILING

T 5 [illegible]

5418

March 11, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5418 for Scoville Road and 7th St. Overcrossings on the North Grants Pass Interchange on Pacific Highway in Josephine County was completed by the contractor, Peter Kiewit Sons' Co., on November 28, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $16,381.56 will be released to the contractor on or after March 21, 1960. The total contract amount is $240,451.18, of which amount $1,892.55 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
James K. Wellman, Agent
Yeon Bldg.,
Portland 4, Oregon

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 30 1959
FOR FILING

I 5-1 (2) 58

5418

Mar. 27, 1959

Peter Kiewit Sons' Company
405 East Main St.
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5418, awarded Mar. 5, 1959, for Scoville Road and 7th Street O'Xing on the North Grants Pass Interchange Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
MAR 1959
FOR FILING
I 5 1 (2) 58
5418

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

March 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence, as of this date, in award of Contract No. 5418 for Oregon Project I-5-1(2)58, North Grants Pass Interchange Section (Structures), of the Pacific Highway, to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $239,774.00 at the March 3, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Resident

COOPER

A

RECEIVED
MAR - 6 1959
FOR FILING

I-5-1(2)158

5418

March 5, 1959

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5418 for construction of overcrossings on North Grants Pass Interchange Section of Pacific Highway in Josephine County.

This award was based on your bid of $239,774.00 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 18 1959
FOR FILING
I-5-1(2)58

5418

When replying, refer to
08-35.4

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(2)58, North Grants Pass Interchange Structures of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig to [illegible]

19-8313 Quartz Mtn.-Lakeview Rock 1959
Prod. Proj.
#5419

RECEIVED
OCT 20 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
5419	4 Final	L. A. Decker Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24846	65936	$670.45	10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 75 workdays from March 16, 1959

Time Extensions: None of record

Completion Date: July 21, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959

NOTED ON CARD
lc

1

RECEIVED
SEP 30 1959
FOR FILING

9.1.3.8

54

September 28, 1959

Hartford Accident & Indemnity Co.,
Pacific Dept.,
Hartford Bldg.,
San Francisco 20, California

Gentlemen:

State Highway contract #5419 for the Quartz Mt.-Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County was completed by the contractor, L. A. Decker Company, on July 21, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $670.45 will be released to the contractor on or after October 8, 1959. The total contract amount is $24,417.12, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hartford Accident & Indemnity Co.,
Nolte Agency, Inc.,
18 North F Street
Lakeview, Oregon

A

RECEIVED
AUG 7 - 1959

FOR FILING
[illegible]

5419

August 6, 1959

Hartford Accident & Indemnity Co.,
Pacific Department
Hartford Bldg.,
San Francisco 20, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to L. A. Decker Company on contract #5419 for the Quartz Mt.-Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County.

This payment, in the amount of $11,434.67 will be released to contractor on or after August 17, 1959. The retained percentage is $734.43.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hartford Accident & Indemnity Co.,
Nolte Agency, Inc.,
18 North F Street
Lakeview, Oregon

Form E-1—(Rev.)—10M—2-59

19-8313

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 1, 1959

Section Quartz Mtn. - Lakeview

Highway KFalls-Lakeview County

Contractor L. A. Decker Co.

Date of contract March 5, 1959

Date work started March 12, 1959

Project authorization $27,225.00

Exclusive of engineering $25,289.00

Kind of work Rock Production

Section prefix 19 - 8313

Contract number 5419

Specified work days 75

Work days used 41

Per cent of time elapsed 55 %

Estimated cost of completed project, exclusive of engineering $25,169.00

Estimated per cent overrun or underrun Underrun 2.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,936.00

Engineering cost to date $1,711.87, 88.4 %

Date project was completed July 28, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finnished cleaning up, and moved out of quarry site Tuesday July 28, 1959.

Final report.

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. W. Juvo

C. E. PAULSEN

Signed Carl M. Williams

Address P. O. Box 948, Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 cy.		
Total quantities corrected to date			10,200.46 cy.		
Estimated quantities moved or placed to date			10,200.46 cy.		
Average daily quantities			250 cy.		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Men	4
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR 16 1959
FOR FILING
19-8313
5419

April 16, 1959

L. A. Decker Company
Box 1271
Lakeview
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract #5419, awarded March 5, 1959, for Quartz Mt.-Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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RECEIVED
APR 7 - 1959
FOR FILING
19-1315

5419

April 7, 1959

CERTIFIED MAIL

L. A. Decker
P. O. Box 1271
Lakeview, Oregon

Dear Sir:

We are enclosing your Certified Check No. 2082 in the amount of $1,200.00.

This check was submitted with your proposal for the Quartz Mtn.-Lakeview Rock Production Project in Lake County, on which you were the low bidder March 3, 1959. As this contract, No. 5419, has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr - Accounting
Edith Middleton

fp

A

RECEIVED
MAR - 9 1959
FOR FILING

19-2313

5419

Salem, Oregon
March 6, 1959

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low bids at the March 3, 1959 letting:

Certified check No. 2239 in the amount of $250.00 from J. C. Compton Company for the Madras Oiling Project in Jefferson County, Contract No. 5417. Awarded 3-5-59.

Certified Check No. 6067 in the amount of $2,000.00 from W. D. Miller Construction Co. for the Hayden Mtn. - Keno Rock Production Project in Klamath County, Contract No. 5426. Awarded 3-5-59.

Certified Check No. 2082 in the amount of $1,200.00 from L. A. Decker for the Quartz Mtn. -Lakeview Rock Production Project in Lake County, Contract No. 5419. Awarded 3-5-59.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Edith Middleton
fp

A

RECEIVED
MAR - 6 1959
FOR FILING

19-1-1

5419

March 5, 1959

L. A. Decker
Box 1271
Lakeview, Oregon

Dear Sir;

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5419 for the Quartz Mountain-Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County.

This award was based on your bid of $24,000 which was the low bid submitted to the Commission on March 3 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

me
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

S-234(13)   Richardson-Siuslaw River   1959
Sec.-Stone Base & Oiling
#5420

RECEIVED
APR - 6 1960

OTED
W. WILLIAMS

A

Schedule "B"
Richardson-Siuslaw River Section
Contract No. 5420

FINAL COST ANALYSIS
Stone Base & Oiling
Contractor: E. C. Haull Company
Resident Engineer: Geary H. Worth

April 4, 1960
Richardson-Eugene Highway
Prefix 120-1043

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Mat'l in Base	54, 234.6	Ton	2.10	2.14	116, 060.42	113, 892.66
3/4"-0 Mat'l in Base	6, 327.14	Ton	2.20	2.14	13, 539.35	13, 919.17
Sprinkling	2, 064.88	M-Gal.	2.00	2.00	4, 129.79	4, 129.76
*Preparation of Base	3.24	Mile	150.00	36.95	119.71	486.00
**3/4"-0 Mat'l in Binder	460	Cu. Yd.	3.92	3.89	1, 788.99	1, 803.20
**Furnish & Place Aggregates	2, 110	Cu. Yd.	3.87	3.65	7, 709.50	8, 165.70
*RC-3 Asphalt	67.25	Ton	45.00	37.39	2, 514.81	3, 026.25
*120-150 Asphalt	152.31	Ton	42.00	34.66	5, 279.54	6, 397.02
*RS-2 Asphalt	43.4	Ton	46.00	38.15	1, 655.51	1, 996.40
***Metal Guard Rail	8, 380.7	Lin. Ft.	2.70	2.45	20, 532.72	22, 627.89
***Metal Sight Posts, Dbl. Reflec.	100	Each	5.20	4.00	450.00	520.00
Force Account					5, 677.86	9, 241.66
					$179, 458.20	$186.206.25

* Compton
** Hall & Compton
*** Western Guard Rail, , Inc.

	Gross Revenue	Total Cost	Profit	% Profit
Hall	148, 668.86	145, 307.99	3, 360.87	2.2%
J. C. Compton	16, 554.67	13, 167.49	3, 387.18	20.4%
Western Guard Rail, Inc.	20, 982.72	20, 982.72		
	$ 186, 206.25	$ 179, 458.20	$ 6, 748.05	3.6%

RECEIVED

DETAIL OF COST - Contract No. 5420

E.C. Hall - Crushing Only

Labor:		
Labor (Including Travel Pay)	$ 113,606.65	
Labor Insurance	9,772.44	
Health and Welfare	2,618.23	
Pension (Laborers Only)	468.27	$ 126,465.59
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	99,580.59	
Equipment Rental, Hired	5,082.51	
Gas, Oil and Grease	14,844.67	
Freight and Cartage	6,902.58	
Explosives and Drill Steel	32,222.20	
Bond	691.23	
P.L. and P.D. Insurance	1,574.70	
Small Tools and Misc. Supplies	3,855.72	
Home Office and General Overhead	3,408.20	168,162.40
TOTAL COST OF ALL CRUSHING		$ 294,627.99

CRUSHING BREAKDOWN - Contract No. 5420

E. C. Hall

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	186,674.83	Ton	29,881.30	.16
Drill and Shoot	186,674.83	Ton	91,162.54	.49
Feed Crusher	186,674.83	Ton	80,147.35	.43
Crushing	186,674.83	Ton	93,436.80	.50
	186,674.83	Ton	294,627.99	1.58 per ton

c

Average cost per ton in bunker $1.58

BIM	109,801.40 Tons
McNutt	13,318.29 Tons
Ore. State Highway	63,555.14 Tons
	186,674.83 Tons

Total cost of aggregate used on the Richardson-Eugene Section
63,555.14 Tons @ $1.58 = $100,308.77

DETAIL OF COST - Contract No. 5420

E.C. Hall Co. - Street Work

Labor:		
Labor (Including Travel Pay)	$ 7,074.11	
Labor Insurance	608.31	
Health and Welfare	195.55	
Pension (Laborers Only)	33.73	$ 7,911.70
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	6,407.38	
Equipment Rental, Hired	29,510.99	
Gas, Oil and Grease	1,020.70	
Explosives	41.85	
Freight	106.60	
Aggregates	100,308.77	137,396.29
Subtotal		$ 145,307.99
Subcontracts:		
J.C. Compton (Oiling)		16,554.67
Western Guard Rail, Inc.		20,982.72
TOTAL COST		$ 182,845.38

DETAIL OF COST - Contract No. 5420

J.C. Compton - Oiling

Labor:				
Labor			$ 1,967.36	
Labor Insurance			169.59	
Health & Welfare and Pension			66.83	$ 2,203.78
Materials:				
RC-3 Asphalt	67.25 Ton	@ $27.75	1,866.19	
120-150 Asphalt	152.31 Ton	@ $25.00	3,807.74	
RS-2 Asphalt	43.40 Ton	@ $28.00	1,215.20	
Freight on Asphalt	262.96 Ton	@ $7.38	1,940.64	8,829.77
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			980.03	
Equipment Rental, Hired			268.75	
Gas, Oil and Grease			622.92	
P.L. and P.D. Insurance			24.60	
P.U.C.			54.94	
Small Tools and Miscellaneous Supplies			37.80	
Home Office and General Overhead			144.90	2,133.94
		TOTAL COST		$ 13,167.49

Remarks - Contract No. 5420

This was a "Federal Aid Secondary Project" calling for the construction of 3.24 miles of stone base and shoulders, 3.24 miles of Type 0-11 oil mat wearing surface, and 8,380 linear feet of guard rail on the Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County.

This project was bid March 3, 1959 and awarded March 5th. Work started April 27th and was completed October 7, 1959. The final estimate was held up until the completion of the B.P.R. contract and final was received. This was received March 5, 1960.

The contractor moved in equipment operators, laborers and equipment consisting of one TD-18A tractor and dozer and one 22-1/2 ton dragline moto crane during the week ending April 31st, to work on slide removal. Considerable amounts of material had to be removed including debris which had to be burned. This part of the contract was completed May 26th.

This contract was bid under schedule B where the contractor also worked under a contract with the B.P.R. and the State of Oregon using the same source of aggregate for both contracts. This source was known as the Whittaker Creek Quarry located approximately 3.5 miles southwesterly of the easterly end of the project. The contractor sublet the grading contract of building the access road from Siuslaw River to the quarry site which was part of the contract with the B.P.R. This was completed during the week ending June 19th. The contractor had considerably more stripping of the quarry than he had anticipated as the overburden was thicker. Several springs combined with inclement weather made progress very slow. The crusher was moved in and set up and started crushing the first week of July. This material was placed on the B.P.R road. On July 9th, work on the State contract got under way using five hired trucks, one blade, and one 11-wheel rubber-tired roller.

The drilling and shooting of the quarry was a continuous process from the start to the finish as the contractor only kept enough ahead to keep the crusher operating. One 2-1/2 yard shovel and four bottom dump wagons were used to feed the crusher as the haul was too long for less equipment. The crusher operated two 9-hour shifts five days per week. The haul to the road was subcontracted for $0.40 per ton.

The crushing and hauling of base rock was completed August 18th. The contractor then changed over his crusher to produce oiling aggregate which was hauled and stockpiled at Austa Station for the subcontractor. J. C. Compton, subcontractor for the oiling, moved in and started his oiling operations August 21st and completed them August 28th.

Remarks Cont'd - Contract No. 5420

Western Guard Rail, Inc., having the sub on the guard rail and sight posts, moved in September 10th and started installing posts, no rails being hung until all posts were in place. The hanging of rail and painting and placing of sight posts was completed September 23rd.

The prime contractor then started placing shoulder material and final clean up with all work completed October 7, 1959.

The prim contractor realized only a small profit due to the high cost of drilling and shooting plus a high cost of feeding the crusher.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
DEC 16 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 14, 1959

[illegible]
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5420 5420
5 Final
K. C. Hall Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

30321
123231
$5,586.19
12-14-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeaske
ACCOUNTING DIVISION

Specified completion date: **120 workdays from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **October 7, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **December 14, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. H. Heck
For Floyd Query
Secretary

Warrant Mailed: DEC 15 1959

NOTED ON CARD
JC

A

RECEIVED
DEC - 7 1959
FOR FILING
[illegible]
5420

December 4, 1959

Indemnity Insurance Company of N.A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Gentlemen:

State Highway contract #5420 for stone base-oiling the Richardson-Siuslaw River Section of the Richardson-Eugene Secondary Highway in Lane County was completed by the contractor, E. C. Hall Co., on October 7, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $5,586.19 will be released to the contractor on or after December 14, 1959. The total contract amount is $186,206.25, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Indemnity Insurance Co. of N.A.,
W. B. Richey, Manager
1520 SW 12th
Portland, Oregon

RECEIVED
DEC 7 1959
FOR FILING

L-224 (13)

5420

December 3, 1959

Insurance Company of North America
1705 Exchange Building
Seattle 4, Wn.

Attention: Mr. H. Okura
Bond & Burglary Dept.

Gentlemen:

This is to acknowledge receipt of your letter of November 30 concerning the final payment on Contract No. 5420 with E. C. Hall Company for stone base and oiling the Richardson-Siuslaw River Section project in Lane County.

Our letter of October 27 advised you that the semi-final payment on this contract would be released to the contractor on or after November 6, 1959. Our Office Engineering Division informs us that the total amount paid to the contractor on this contract is $180,620.06. The amount to be paid on the final estimate will be $5,586.19. It is not known at this writing just when the final payment will be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

INA INSURANCE BY NORTH AMERICA

Insurance Company of North America
Indemnity Insurance Company of North America
Life Insurance Company of North America
1705 Exchange Building, Seattle 4, Washington

[illegible]

Ole, please reply
TG

[illegible]
State of Oregon
[illegible]

Attention: Mr. Floyd [illegible]
[illegible]

[illegible]

Dear Sir:

[illegible] Semi [illegible] city.

[illegible]

[illegible]

H. Okura
[illegible]

[illegible]

Paid to date 180,620.06
To be pd. on final est. 5,586.19
Total Contr. 186,206.25

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DEC 1 1959
[illegible]
STATE H[illegible]

NOTED
C. W. HEAD

1

RECEIVED
OCT 23 1959
FOR FILING
[illegible] 3.4(13)
5420

October 27, 1959

Indemnity Insurance Company of N. A.,
Seattle Service Office
821 2nd Avenue
Seattle 4, Washington

ATTENTION: H. R. Buck
Superintendent

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. C. Hall Co., on contract #5420 for stone base-oiling the Richardson-Siuslaw River Section of the Richardson-Eugene Secondary Highway in Lane County.

This payment, in the amount of $32,412.11, will be released to contractor on or after November 6, 1959. The retained percentage is $5,586.19.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Indemnity Insurance Company of N. A.,
W. B. Richey, Manager
1520 SW 12th
Portland, Oregon

Form E-1—(Rev.)—

S 234 (13)

5420

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

No. 30

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17, 1959

Section Richardson - Siuslaw River

Kind of work Stone Base and Oiling

Highway Richardson-Eugene County Lane

Section prefix 120-1043

Contractor E. C. Hall Co

Contract number 5420

Date of contract March 5, 1959

Specified work days 120

Date work started April 27, 1959

Work days used 120

Project authorization $210,945.60

Exclusive of engineering $195,945.02

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 187,960.65

Estimated per cent overrun or underrun . . . . Underrun 4.1 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 15,000.58

Engineering cost to date $ 14,962.25, - 0.3 %

Date project was completed October 7, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES Guard Rail	BASE	OIL AND/OR PAVE.	MAT'L PROD.
			100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This will be the Final Weekly Report.

The job was completed on October 7,1959 pending final inspection.

Mr. F. D. Morgan inspected and approved the job on Tuesday October13 th.

and the Semi Final Estimate was mailed from this office Wednesday October 14 th.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
OCT 19 1959

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED

Noted
M. N. Juve

Signed G. H. Worth by

Address 2191 E 15th Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING & Aggregates	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	~~PAVING~~ Guard Rail
Miles in project		3.24		3.24	1.59
Miles partially completed		0		0	0
Miles completed		3.24		3.24	1.59
Total estimated quantities (contract)		65,494 T.		296 T.	8,400 lin.ft
Total quantities corrected to date		64,356 T.		263 T.	8,380 lin.ft
Estimated quantities moved or placed to date		64,356 T.		263 T.	8,380 lin.ft
Average daily quantities		0		0	0
Average daily quantities necessary to complete project on time		0		0	0
Number shifts per day		0		0	0
Hours per shift		0		0	0
Average force on project for week		0		0	0

Men	0
Supervision	0
Men and trucks under 3 tons	0
Men and trucks over 3 tons	0
Men and tractors	0

None

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
OCT 19 1959
FOR FILING

234(13)

5420

October 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 7, 1959, on Contract No. 5420, Richardson-Siuslaw River Section, in Lane County, in connection with Federal Aid Project No. S-234(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

When replying, refer to
08-35.8

408 State Highway Bldg.
Salem, Oregon

September 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS-234(13), Richardson-Siuslaw River Section, Richardson-Eugene Highway, State contract No. 5420 - Order for State Force Work No. 2. Install Horizontal Drains. Estimated cost $1,004.40. Federal Funds $620.00

Dear Sir:

Reference is made to your letter dated August 27, 1959 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

When replying, refer to
08-35.8

408 State Highway Bldg.
Salem, Oregon

September 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS-234(13), Richardson-Siuslaw River Section, Richardson-Eugene Highway, State contract No. 5420-Order for State Force Work No. 1, Temporary and Permanent Signing. Estimated cost $1,500. Federal Funds $925.

Dear Sir:

Reference is made to your letter dated August 27, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

Orig
Baxter

RECEIVED
AUG 28 1959
FOR FILING

S-234(13)

5420

A

August 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 1, Account No. 175, covering temporary and permanent signing on the Richardson-Siuslaw River Section of the Florence-Eugene Highway in Lane County, Contract No. 5420, in connection with Federal Aid Project No. S-234(13).

This work is necessary for the direction and guidance of traffic. In addition to the normal signing it will be necessary to install traffic lights on the one way covered bridge at Austa. The bridge will be a temporary connection between the east end of the project and the existing highway and in use for a year or longer. Sight distance is very limited and signals considered essential.

The contractor is not equipped to do this work while the State has experienced and trained crews to do the work. The amount is too small to be done economically by contract. Lights, signs, barricades, etc., required of the contractor are not included in this order. Materials to be used are purchased on the open market under competitive bidding.

The total estimated amount of the order is $1,500.00 with Federal participation of $925.00.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-4.3 is requested. Tentative verbal approval has been given by B.P.R.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
AUG 28 1959
FOR FILING

5420

August 27, 1959

Mr. C. W. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233, covering horizontal drains on the Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County, Contract No. 5420, in connection with Federal Aid Project No. S-734(13).

This work is necessary to drain out banks where wet and seeping areas are in evidence, and prevent potential slides.

The contractor is not equipped to do this work while the State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

The total estimated amount of the order is $1,004.40 with Federal participation of $520.00

Your approval of this order on unit cost basis under the provisions of PPM 21-6.3 is requested. Tentative verbal approval has been given by J.F.H.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED
MAY 1 - 1959
FOR FILING

S-234(13)
5420

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started April 27, 1959, on Contract No. 5420, Richardson-Siuslaw River Section, Lane County, in connection with Federal Aid Project No. S-234(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

A

FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 6 - 1959
FOR FILING
8.234(13)
5420

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 6, 1959

E. C. Hall Company
11655 SW Barbur Blvd.,
Portland 23, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5420 for stone base and oiling on the Richardson-Siuslaw River Section of the Richardson-Eugene Secondary Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

Contract No. 5420

Monthly Transaction No. 4-9	For 2 (9-1.) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project No. **S-234(13)**

RECEIVED
MAR 6 59
FOR FILING
S-234(13)
5420

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Richardson approx. 3.3 miles (Richardson-Siuslaw River Section), on State Route 220.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	12-24-58	----
Rights-of-Way		
Construction	12-24-58	3.3
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 207,313	Federal funds $ 128,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **March 30, 1959**

USComm-DC 40257

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Richardson-Siuslaw River Section, Project No. S-234(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mfh

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Richardson-Siuslaw River Section, Project No. S-234(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Federal Aid Secondary
Project No. S-234(13)

Oregon State Highway Department

RICHARDSON-SIUSLAW RIVER SECTION OF THE
RICHARDSON-[illegible] HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 1,000.00

Type Code 5231
Roadway (Sta. 467+05 to Sta. 631+13)(Sta. 633+73 to Sta. 640+50)(Contract No. 5420)

Coarse Crushed Material in Base	54,900 tons	$2.10	$115,290.00
3/4" - 0 Material in Base	6,800 tons	2.20	14,960.00
Sprinkling	1,200 M-gal.	2.00	2,400.00
Preparation of Base	3.24 miles	150.00	486.00
3/4" - 0 Material in Binder Course	470 cu. yds.	3.92	1,842.40
Furnishing and Placing Aggregates	2,240 cu. yds.	3.87	8,668.80
RC-3 Asphalt	76 tons	45.00	3,420.00
120-150 Asphalt	170 tons	42.00	7,140.00
RS-2 Asphalt	50 tons	46.00	2,300.00
Metal Guard Rail	8,400 lin. ft.	2.70	22,680.00
Metal Sight Posts	100 only	5.20	520.00
			$179,707.20
Flagging (57½% of Contractor's Cost)	All Required		50.00
Signing	All Required		300.00
Removal of Slides	All Required		7,500.00
	Subtotal		$187,557.20
	10% Engr. & Cont.		18,755.72
	Total		$206,312.92

Length of Roadway - - - - - - - - 3.236 Miles
Length of 1 Structure - - - - - - 0.049 Mile (Exception)
Total Length- - - - - - - - - - - 3.285 Miles
Cost of Roadway Per Mile- - - - $63,755.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	206,312.92	127,400.00	78,912.92
	$207,312.92	$128,000.00	$79,312.92

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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RECEIVED
MAR - 6 1959
FOR FILING
S 234 (13)
5420

March 5, 1959

E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5420 for stone base and oiling on Richardson-Siuslaw River Section of the Richardson-Eugene Highway in Lane County.

This award was based on your bid of $179,707.20, under Schedule "B", which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
MAY 13 1959

FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

5420

In replying refer to:
08-01.812

[illegible] (13)

5420

R. 740 Morgan Building
720 S. W. Washington St.
Portland 5, Ore.

March 3, 1959

Oregon Hwy. Commission
State Highway Building
Salem, Oregon

Gentlemen:

Five bids for the Oregon Timber Access Road, Siuslaw River Road, BLM 24-B and Whittaker Creek Road, BLM 26-B projects were opened in Portland, Oregon, at 9:00 a.m. on March 3, 1959, as follows:

	Schedule A	Schedule B
1. E. C. Hall Co., 11655 S.W. Barbur Blvd. ,Portland,Ore.	-	$295,614.00
2. Newport Constr. Co., 7031 N. E. Halsey Portland 13, Ore.	$343,631.75	$307,714.25
3. Central Paving Co., P. O. Box 38 Independence, Ore.	-	$320,065.90
4. F. H. McEwen, 4614 N. E. 72nd Ave. Vancouver, Wash.	-	$321,251.40
5. J. N. Conley, 4332 N. E. Royal Court, Portland, Ore.	$368,039.25	$359,014.25
Engineer's Estimate $371,847.00		

The lowest bid was under Schedule B, by the E. C. Hall Company of Portland, Oregon, also, the low bidder on the State Project. Should the Oregon State Highway Commission decide to award their project to this bidder, it is our plan to also make our award to the same bidder.

Please advise date that concurrent award may be made.

Very truly yours,

N. B. WOOD
Federal Hwy. Projects Engineer

copy of 3-5 letter to E.C. Hall sent 5-13-59

RECEIVED
MAR 4 1959
STATE HIGHWAY COMMISSION

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

21-8306 Toledo Rock Prod. Proj. 1959
#5421

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 27, 1959

(CONTRACT NO.) 5421	(EST. NO.)	(CONTRACTOR)
5421	4 Final	Yaquina Head Quarries

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21213	29924 ~~[illegible]~~	$1,674.65	8/25/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapineske
ACCOUNTING DIVISION

Specified completion date: **65 working days from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **July 1, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:
AUG 28 1959
LC

NOTED ON CARD
Jmc
9/3/59

RECEIVED
AUG 17 1959
[illegible]

A

21 R 06

5421

August 14, 1959

US Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5421 for the Toledo Rock Production Project on Four State Highways in Lincoln County was completed by the contractor, Yaquina Head Quarries, on July 1, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $1,674.65 will be released to the contractor on or after August 24, 1959. The total contract amount is $55,821.76, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

US Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Yaquina Head Quarries on contract #5421 for the Toledo Rock Production Project on 4 State Highways in Lincoln County.

This payment, in the amount of $23,674.91 will be released to contractor on or after August 3, 1959. The retained percentage is $1,674.65.

The State is not aware of any unpaid claims for labor or materials and assumes no responsiblity for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—10M—2-50

21-8306
Final Report

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 18 July, 1959

Section Toledo
Highway 4 State Highways County Lincoln
Contractor Yaquina Head Quarries
Date of contract 5 March, 1959
Date work started 16 March, 1959
Project authorization . . . . . $ 64,082.25
Exclusive of engineering . . . . $ 59,525.29

Kind of work Rock Production
Section prefix 21-8306
Contract number 5421
Specified work days 65
Work days used 76
Per cent of time elapsed 116,9 %

Estimated cost of completed project, exclusive of engineering . . . . $ 55,821.76
Estimated per cent ~~overrun or~~ underrun . . . . 6.22 %
Per cent of contract completed, based on estimated cost . . . . 100 %
Engineering authorization . . . . $ 4,556.96
Engineering cost to date $ 4,443.33, 97.5 %
Date project was completed 1 July, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and mailed to Division Office
on Tuesday, 14 July, 1959.

**** FINAL REPORT FROM THIS OFFICE ON THIS PROJECT. ****

Noted
A. N. Juve

CONSTRUCTION DIVISION
RECEIVED
JUL 20 1959
NOTED-- CE ACE ACE COE

NOTED
NOTED
[illegible]

NOTED
C. E. PAULSEN

Signed Wendell E. Schwartz
Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			15,200		
Total quantities corrected to date			15,075.18		
Estimated quantities moved or placed to date			15,075.18		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123 5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
MAR 30 1959
FOR FILING

21-8306

5421

Mar. 27, 1959

Yaquina Head Quarries
P. O. Box 624
Newport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5421, awarded Mar. 5, 1959, for Toledo Rock Production Project in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
MAR 17 1959
FOR FILING

[illegible] 306

54.31

1175

March 16, 1959

Mr. G. K. Litchfield
Attorney at Law
P. O. Box 411
Newport, Oregon

Dear Sir:

Thank you for your letter concerning the U. S. Geodetic marker near the top of Iron Mountain.

We are instructing our Division Engineer, Mr. J. D. Walker, by a copy of this letter, to promptly take such data as is necessary in order that the point may be properly placed in a new location or checked after the blast to determine its authenticity and replace it if necessary.

We very much appreciate your bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

PHONE 221

G. K. LITCHFIELD
ATTORNEY AT LAW
P. O. BOX 411
NEWPORT, OREGON

PLEASE RETURN TO
FORREST COOPER

March 12, 1959

Oregon State Highway Department,
Salem, Oregon.

Dear Sirs:

I am writing at the request of Roy Sawyer dba Yaquina Head Quarries, who holds a contract with you for the removal of rock from the Iron Mountain Quarry north of Newport in Lincoln County, Oregon.

This job calls for a Coyote shot and powder engineers have advised Sawyer that the blast might disturb a U.S. Geodetic Survey Marker which is located near the top of Iron Mountain and approximately 50 feet distant from the face of the quarry at its estimated position after the blast.

It is possible that you might wish to take this matter up with the U. S. Engineers (or other parties concerned with same) prior to the blast which will be set off sometime near April 1st, 1959.

If you should want the blast held up on account of the above matter, Mr. Sawyer will appreciate your advising him to that effect.

Yours very truly,

G. K. Litchfield

k
cc Mr. Swartz, resident engineer.

File

RECEIVED
MAR 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 11 1959
FOR FILING

21852

5421

A

March 10, 1959

Mr. M. B. Winegar
City Manager
City Hall
Toledo, Oregon

Dear Mr. Winegar:

This is in reply to your letter of March 7, to Mr. C. G. Swenson, regarding the City of Toledo purchasing some rock from the contractor on the Toledo Rock Production project. The State would have no objection to the City negotiating with the contractor for furnishing crushed rock to the City. This must be separate from our contract and payment made directly to the contractor by the City.

I am enclosing a copy of the contract, which shows the quantities and sizes of rock to be furnished under the state contract and also shows the distribution of these materials and the prices bid for same.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosure

CGS:cg:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. J. D. Walker

MAYOR
ALEX J. ALLAN

COUNCILMEN
WILLIAM E. PAPEZ
MATTHEW GRUBER
EDMUND ERICKSEN
S. A. THOMSON
L. F. PLANK
ROY MOSS

CITY MANAGER
M. B. WINEGAR

CITY RECORDER
MRS. GLADYS BURGESS

Phone 3-2372
Toledo, Oregon

March 7, 1959

Mr. C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

I understand that the State recently opened bids on a contract for furnishing and stockpiling crused rock in the vicinity of Newport, Toledo, and Eddyville. I would appreciate knowing if the City of Toledo could obtain rock under this contract in stockpile and at the applicable unit prices in the Toledo area.

Would you kindly advise me if this is possible and also the several sizes and unit prices that were bid for the State stockpile requirements in Toledo.

Yours very truly,

M. B. Winegar

M. B. Winegar
City Manager

MBW:vll

RECEIVED
MAR - 6 1959
FOR FILING

21-7506

5421

A

March 5, 1959

Roy Sawyer

Newport, Oregon

Dear Sir:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5421 for the Toledo rock production project in the vicinity of Newport, Toledo and Eddyville in Lincoln County.

This award was based on your bid of $56,962 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

25-8308 Heppner-Nye Jct. Rock 1959
Prod. Proj.
#5422

RECEIVED

FOR [illegible]

[illegible]

5422

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

June 8, 1960

State of Oregon
State Highway Department
Salem, Oregon

Floyd Query, Secretary

Gentlemen: Bond 38860 - Cartwright Construction Company
Oregon State Highway Department (Rock Production,
Heppner Highway, Morrow & Umatilla Counties -
Contract #5422)

Thank you for your letter of June 3, 1960 with which you advised that the claim which had been asserted by the Shell Oil Company of Seattle, Washington in the sum of $2,499.86 had been withdrawn. We appreciate your keeping us advised on this and have now also received a letter directly from the Shell Oil Company with which they attached a copy of the Release of Claim.

Very truly yours,

H. Reints
Henry F. Reints
Claims Department

HFR:kc

[illegible]

NOTED
FLOYD QUERY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

A

RECEIVED
JUN - 6 1960
FOR FILING

25-8308

5422

June 3, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated May 26, from the Shell Oil Company, Seattle, Wn., informing us that their claim in the amount of $2,499.86 which was filed against Cartwright Construction Company has been paid in full. Our records indicate this to be State Highway Contract No. 5422 for rock production on the Heppner-Nye Jct. Section of the Heppner Highway in Morrow and Umatilla Counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Rea & Ragsdale Agency
2009 Main Street
Baker, Oregon

Cartwright Construction Co.
Durkee, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
dc

A

RECEIVED
JUN - 6 1960
FOR FILING
25-5308

5422

June 3, 1960

Shell Oil Company
Northwest Division
Shell Building
1219 Westlake Ave. North
Seattle 11, Wn.

Attention: Mr. C. F. Barnes
Credit Department

Gentlemen:

Thank you for copy of your letter of May 26, addressed to the Secretary of State, Salem, advising that your claim in the amount of $2,499.86 against Cartwright Construction Company in connection with State Highway Contract No. 5422 has been paid in full.

Our records indicate that this contract is for rock production on the Heppner-Nye Junction Section of the Heppner Highway in Morrow-Umatilla Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

080 212 465 009

SHELL OIL COMPANY
NORTHWEST DIVISION
SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE 11, WASHINGTON

May 26, 1960

Subject: Cartwright Construction Company
OSHC 3422
Durkee, Oregon

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

In connection with our claim dated April 29, 1960, for $2,499.86 plus costs and attorney's fees, against Cartwright Construction Company, and United Pacific Insurance Company, surety, we are attaching a release.

Yours very truly,

C F Barnes
C. F. Barnes
Credit Department

CFB:mc

Attachment

cc: Oregon State Highway Commission
Salem, Oregon

United Pacific Company
Fidelity & Insurance Department
Medical Arts Building
Tacoma 1, Washington

Cartwright Construction Company
Durkee, Oregon

RECEIVED
[illegible] 1960
[illegible]

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim forthe sum of Two Thousand Four Hundred Ninety Nine and 86/100 Dollars (2,499.86) and costs and attorney's fees against Cartwright Construction Company , contractor, and United Pacific Insurance Company surety, on contract for rock production, Morrow and Umatilla Counties, Heppner-Nye Junction OSHC 5422, heretofore filed by the undersigned in the office of Secretary of State, Salem, Oregon, is fully paid, satisfied and discharged, and the contractor and surety in question, are relieved from all liability for payment of the same; and that the Secretary of State is hereby authorized and requested to cancel the said original of such claim as so filed.

Dated May 25, 1960.

SHELL OIL COMPANY, Claimant.

By E M Farra
E. M. Farra, Division Credit Manager
1219 Westlake Avenue North
Seattle, Washington

STATE OF WASHINGTON)
) SS.
COUNTY OF KING)

This is to certify that on this 25th day of May, 1960, before me the undersigned notary public duly commissioned and sworn, personally appeared E. M. Farra, to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Notary Public in and for the State of
Washington, residing at Seattle.

A

RECEIVED
MAY 5 - 1960
FOR FILING

[illegible]
5422

May 4, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $2,499.86 which has been filed with the Secretary of State on May 2, 1960, by Shell Oil Company, Northwest Division, Shell Building, Seattle, Wn., for materials furnished to Cartwright Construction Company, prime contractor. This appears to be in connection with our Contract No. 5422 for rock production on the Heppner-Nye Jct. Section of the Heppner Highway in Morrow and Umatilla Counties. This is Secretary of State File No. 3698.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Rea & Ragsdale Agency
2009 Main Street
Baker, Oregon

NOTED ON CARD
lc

Cartwright Construction Company
Durkee
Oregon

Commissioners
W. C. Williams
Forrest Cooper

fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 2, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Sir:

We have received from Shell Oil Company, Northwest Division, Shell Building, 1219 Westlake Avenue North, Seattle 11, Washington, and filed as of this date, a notice of claim by Shell Oil Company for the work of Rock production, Morrow and Umatilla Counties, Heppner-Nye Junction, O.S.H.C 5422 in the sum of $2,499.86, against the bond taken from Cartwright Construction Company, principal and United Pacific Insurance Company, surety, for petroleum products furnished Cartwright Construction Company in the construction of said above described job.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo. Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
[illegible] 1960
OREGON
STATE HIGHWAY COMMISSION

SECRETARY OF STATE

Salem

Oregon

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of **Two Thousand Four Hundred Ninety-Nine & 86/100** (**$ 2499.86**) Dollars against the bond taken from **Cartwright Construction Company** as principal, and **United Pacific Insurance Company** as surety for the work of **Rock production, Morrow and Umatilla Counties, Heppner-Nye Junction, O.S.H.C. 5422**

Said claim is for petroleum products furnished **Cartwright Construction Company** in the construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of **Five Hundred and no/100** (**$ 500.00**) Dollars, as attorney's fees and costs.

Dated this **29th** day of **April**, 19**60**.

SHELL OIL COMPANY

BY

State of Washington)
) ss
County of King)

E. M. Farra being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and **Oregon State Highway Commission.**

Subscribed and sworn to before me this **29th** day of **April**, 19**60**.

File # 3698

FILED

Notary Public [illegible]
Residing at Seattle.

080 212-465-009

SHELL OIL COMPANY
NORTHWEST DIVISION
SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE 11, WASHINGTON

April 26, 1960

Subject: Cartwright Construction Company
OSHC 5422
Durkee, Oregon

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

In connection with Oregon revised statutes relating to public contracts governing the filing of claims, labor, materials, and supplies furnished, we attach our claim against Cartwright Construction Company in the amount $2,499.86. Petroleum supplies were furnished to this company in connection with the prosecution of work on OSHC 5422, Heppner-Nye Junction, Morrow and Umatilla Counties, Oregon.

An acknowledgment that this claim has been received and filed against this job will be appreciated. For your convenience in sending this to us an addressed envelope is enclosed.

Yours very truly,

E M Farra

E. M. Farra
Credit Manager

CFB:mrw

Enclosure

cc: Oregon State Highway Commission
Salem, Oregon
United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Building
Tacoma 1, Washington
Cartwright Construction Company
Durkee, Oregon

RECEIVED
MAY 2 1960
OREGON
STATE HIGHWAY COMMISSION

SECRETARY OF STATE

Salem

Oregon

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Said claim is for petroleum products furnished **Cartwright Construction Company** in the construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of **Five Hundred and no/100** (**$ 500.00**) Dollars, as attorney's fees and costs.

Dated this **29th** day of **April**, 19**60**.

SHELL OIL COMPANY

BY E M Farra

State of Washington)
) ss
County of King)

E. M. Farra being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and **Oregon State Highway Commission.**

Subscribed and sworn to before me this **29th** day of **April**, 19**60**.

K. E. Elbon

Notary Public State of Washington
Residing at Seattle.

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FOR FILING
25 8308

W. C. Williams

NOTED
W. C. WILLIAMS

January 25, 1960

Heppner-Nye Junction
Contract No. 5422

FINAL COST ANALYSIS

Rock Production
Contractor: Cartwright Construction Co.
Resident Engineer: Kenneth Berg

Heppner Highway
Prefix No. 25-8308

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr.Mat'l in Stockpile	7,124.4	Cu.Yd.	3.18	3.05	21,732.23	22,655.59
1/4"-#10 Cr.Mat'l in Stockpile	5,875.6	Cu.Yd.	3.18	3.05	17,922.89	18,684.41
Haul Adj. favor of State	238.9	Mile	0.10			-23.89
PA#1 Purchase #10-0 screen rejects in Stockpile	791.1	Cu.Yd.	0.25			197.78
PA#2 Purchase 1/2"-1/4" rejects in Stockpile	486.2	Cu.Yd.	0.25			121.55
					39,655.12	41,635.44

Gross Revenue	$ 41,635.44
Total Cost	39,655.12
Net Profit	$ 1,980.32

Net Profit equals 4.76% of Gross Revenue

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[illegible]
[illegible] ENGINEER

CRUSHING BREAKDOWN - Contract No. 5422

	Quantity	Unit	Cost	Unit Cost
Move In	13,000	Cu. Yd.	7,226.52	.555
Drill and Shoot	13,000	Cu. Yd.	4,122.11	.317
Feed Crusherq	13,000	Cu. Yd.	5,473.47	.421
Crushing	13,000	Cu. Yd.	13,371.03	1.028
Loan & Haul to Stockpile	13,000	Cu. Yd.	7,148.29	.55
Stockpile Crushed Materials	13,000	Cu. Yd.	2,313.70	.178
Total Cost	13,000	Cu. Yd.	$ 39,655.12	$ 3.05
Total Cost of Crushed Material in Stockpile	13,000	Cu. Yd.	$ 39,655.12	$ 3.05

The crushing plant operated 305 hours for an average of 42.6 cubic yards per working hour.

DETAIL OF COST - Contract No. 5422

Labor:		
Labor and Supervision	$ 16,617.50	
Labor Insurance	1,726.88	$ 18,344.50
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	9,797.41	
Equipment Rental, Hired without Operator	750.00	
Gas, Oil and Grease	5,292.26	
Bond	325.00	
Drill Steel and Bits	1,221.46	
Explosives	143.76	
Freight and Postage	487.50	
Home Office and General Overhead	1,661.76	
P.L. and P.D. Insurance	52.35	
Move In	1,050.00	
P.U.C.	420.92	
Small Tools and Misc. Supplies	108.20	21,310.62
TOTAL COST		$ 39,655.12

Remarks - Contract No. 5422

This was a "State Project" consisting of the furnishing and placing of 13,000 cubic yards of crushed material in stockpiles on the Heppner-Nye Junction Section of the Heppner Highway in Morrow and Umatilla Counties.

This project was bid March 3rd, awarded March 5th, and completed August 28, 1959.

The contractor moved in a D-7 dozer and began stripping the quarry at M.P. 58.5 on Thursday, April 30, 1959. He began moving in and assembling his crushing pland on May 4th. The complete erection of the plant took three weeks.

The quarry was drilled, loaded and shot during the week ending May 22nd. The material shot good and produced a good quantity of diced rock.

Crushing operations began June 1st but were shut down because of improper sizing in screens. A new 4' x 10' triple screen was purchased and installed. Crushing began again the following Monday on a 12-hour day shift bases. Gradation was obtained with the new screen but production was not good because of the over loaded, small rolls. Production was interrupted for one week due to a plant breakdown. Crushing from this setup was completed July 10th.

The quarry at M.P. 68.5 was drilled and shot during the week of July 10th.

The crushing plant and all equipment was moved to the quarry M.P. 68.5, July 13th, and assembled during the following two weeks. Crushing began Monday, July 27th. The contractor purchased a new set of 40' x 24' rolls to replace the old one. Production was stepped up a good bit because of the new rolls; however, full production capacity could not be obtained because the new rolls were underpowered. This condition was corrected two weeks later. The project was completed August 28, 1959.

The contractor made a small profit despite all the troubles that he encountered with his plant. The average of 42.6 cubic yards per operating hour is a great improvement over past performances of this plant.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

A

RECEIVED
1959
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 2, 1959

(CONTRACT NO.) 5422	(EST. NO.)	(CONTRACTOR)	
5422	4 Final	Cartwright Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26802	82862	$ 1,535.64	10-30-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **100 workdays from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **August 28, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **November 2, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959

NOTED ON CARD
RC

RECEIVED
OCT 20 1959
FOR FILING

5422

October 20, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5422 for the Heppner-Nye Jct. Rock Production Project on the Heppner Highway in Morrow-Umatilla Counties was completed by the contractor, Cartwright Construction Co., on August 28, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,535.64 will be released to the contractor after acceptance by the Commission. The total contract amount is $41,635.44, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 18 1959

FOR FILING
[illegible]
[illegible]

September 17, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Cartwright Construction Co., a portion of the funds heretofore retained by the Commission on contract #5422, for the Heppner-Nye Jct. Rock Production Project on the Heppner Highway in Morrow-Umatilla Counties.

This payment, in the amount of $19,035.48, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,240.20. The present payment will be released on or after September 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 28, 1959

Section Heppner-Nye Junction
Highway Heppner County Morrow & Umatilla
Contractor Cartwright Construction Co.
Date of contract March 5, 1959, 19
Date work started April 30, 1959, 19
Project authorization $ 46,507.50
Exclusive of engineering $ 43,200.30

Kind of work Rock Production
Section prefix 25-8308
Contract number 5422
Specified work days 100
Work days used 99
Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $ 42,600
Estimated per cent overrun or underrun under 4 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 3,307.20
Engineering cost to date $ 1850, 56 %
Date project was completed Aug. 28, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed all crushing and shaping of stockpiles Friday afternoon. The semifinal estimate for this project will be submitted next week.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
AUG 31 1959
NOTED-- ☑ ☑ ☑ ☐ ☑
CE ACE ALE COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed Kenneth Berg
Address BOX 459 Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			37.2		
Miles partially completed					
Miles completed			37.2		
Total estimated quantities (contract)			13,000 cy		
Total quantities corrected to date			13,300 cy		
Estimated quantities moved or placed to date			13,300 cy		
Average daily quantities			350 cy		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			12		
Average force on project for week			6		

Men	
Supervision	1
Men and trucks under 3 tons	2
Men and trucks over 3 tons	2
Men and tractors	1

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Compaction rollers ...., 2 trucks, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear-mild	6 hr.	Belt broke
Tuesday	clear-warm	1 hr.	Minor repair
Wednesday	Ptly cldy	2 hr.	" "
Thursday	" "	5 hr.	Overloading of belt
Friday	" "		
Saturday			

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
55-8308
5422

May 5, 1959

Cartwright Construction Company
Durkee
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5422, awarded March 5, 1959, for the Heppner-Nye Jct. Rock Production Project on the Heppner Highway in Morrow and Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
MAR - 6 1959
FOR FILING

25 8-01

5422

March 5, 1959

Cartwright Construction Co.

Durkee, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5422 for the Heppner-Nye Junction rock production project on the Heppner Highway in Morrow and Umatilla Counties.

This award was based on your bid of $41,340.00, which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

me

cc:Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

FORM E-129-X 12.5M 8-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1959
FOR FILING
85-8308

5422

February 6, 1959

Hon. Oscar E. Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

Dear Judge Peterson:

In answer to your letter of January 22 I wish to advise that the Highway Commission plans to accept bids on March 3 for a rock production job for maintenance rock to be produced and stockpiled between Heppner and Nye Junction.

It is my understanding that the county wished to negotiate with our contractor after he has set up his crusher for from 15,000 to 20,000 yards of rock and, if a satisfactory price could be arrived at, buy this rock directly from the contractor. As this rock will be produced from state-owned quarry sites, permission from the state would be required before the contractor could sell rock under these conditions.

I have checked this matter with Mr. P. M. Stephenson, Assistant State Highway Engineer, and he advises that it would be alright for the county to proceed as outlined above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

cc: Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

30-8325 Pendleton-Hilgard Rock 1959
Prod. Proj.
#5423

RECEIVED
FEB 8 1961
FOR FILING

3[illegible]-9325

5423

February 7, 1961

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. R. L. Metcalf
Claims Manager

Gentlemen:

As requested in your letter of February 3, received in our office on February 6, we are requesting Mr. C. H. Maison, Auditor, to forward the final payment check on Contract No. 5423 to K. C. Dack Construction Company, c/o Glens Falls Insurance Company, 225 S. W. 4th Avenue, Portland 4, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: K. C. Dack Construction Co.
P. O. Box 642
Pendleton, Oregon

C. H. Maison (2)

NOTED ON CARD

PORTLAND OFFICE
225 S. W. FOURTH AVENUE
TELEPHONE: CAPITOL 8-7344
PORTLAND 4, OREGON

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

FEBRUARY 3, 1961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTN: MR. FLOYD QUERY

GENTLEMEN:

OUR FILE 73-CB-51113K
PRINCIPAL K. C. DACK CONST. CO.
OBLIGEE 78 24 75
BOND NO. OREGON STATE HIGHWAY COMMISSION

THANK YOU FOR YOUR LETTER WITH ENCLOSURE OF FEBRUARY 1, 1061 REGARDING THE ABOVE MATTER OF K. C. DACK CONSTRUCTION CO., CONTRACT NO. 5423.

WOULD YOUR OFFICE KINDLY DIRECT MR. C. H. MASION, AUDITOR, TO FORWARD THE K. C. DACK CHECK TO K. C. DACK CONSTRUCTION CO. c/o GLENS FALLS INSURANCE COMPANY 225 S. W. 4TH AVENUE IN PORTLAND 4, OREGON.

BY THEN WE WILL BE ABLE TO CLEAR THE MATTER WITH MR. DACK AND GET FURTHER ASSURANCE THAT ALL THE BILLS AND CREDITORS HAVE BEEN PAID.

VERY TRULY YOURS,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER
JF
CC: F. E. VAN
S. F.

RECEIVED
FEB - 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 1961
FOR FILING

30-8325

5423

Note on card

February 1, 1961

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Attention: R. L. Metcalf, Claims Manager

Dear Mr. Metcalf:

This is to confirm our telephone conversation of Monday concerning a Notice of Garnishment and Writ of Attachment against K. C. Dack, Contract 5423, and the release of final payment on the same contract.

On January 23 we notified your company of the Notice of Garnishment and Writ of Attachment filed by the Oregon State Department of Employment. On Friday of last week we received a letter from the Department of Employment to which was attached an order to release all moneys and properties held under the prior Attachment. Photocopies of the letter and the release are attached for your information.

You also requested orally that the check for final payment be held up until you had cleared the matter with your San Francisco office. We are asking the Auditor, Mr. C. H. Maison, to hold the check until we hear from you which, as I understood it, would be within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FQ:rj

cc: Glens Falls Insurance Company
6th Floor Mills Tower, San Francisco 4

Amerata & Company
750 Mead Building, Portland 4

K. C. Dack Construction Company
P. O. Box 642, Pendleton

C. H. Maison, Auditor

NOTED ON CARD
dc

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

PORTLAND OFFICE
225 S. W. FOURTH AVENUE
Telephone: CApitol 8-7344
PORTLAND 4, OREGON

JANUARY 26, 1961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

ATTN: FLOYD QUERY

GENTLEMEN:

FILE NO. 73-CB-51113K
PRINCIPAL K. C. DACK CONST. CO.
OBLIGEE OREGON STATE HIGHWAY COMMISSION
BOND NO. 78 24 75

YOUR LETTER OF JANUARY 23, 1961 REGARDING THE RECEIPT BY YOU OF A NOTICE OF GARNISHMENT AND WRIT OF ATTACHMENT ISSUED OUT OF THE CIRCUIT COURT OF UMATILLA COUNTY BY PLAINTIFF, DAVID H. CAMERON, DEPARTMENT OF EMPLOYMENT COMMISSIONER, VS. KENNETH C. DACK, DBA K. C. DACK CONSTRUCTION COMPANY HAS BEEN FORWARDED TO MY ATTENTION.

WOULD YOU PLEASE WITHHOLD ANY FURTHER PAYMENTS WHICH AREDUE K. D. DACK ON THE PENDLETON-HILGARD SECTION UNTIL FURTHER NOTICE.

VERY TRULY YOURS,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER
JF
cc: K. C. DACK CONSTRUCTION CO.
cc : S. F. OFFICE

RECEIVED
JAN 27 1961
OREGON
STATE HIGHWAY COMMISSION

January 24, 1961 CS:56218

Jessie M. Ball
Clerk of Umatill County
Pendleton, Oregon

RE: D of EC vs. Kenneth C. Dack, Case No. L-8096

Dear Ms. Ball:

You are hereby instructed to release that certain garnishment based on writ of attachment which you issued in the above entitled matter and forwarded to the Sheriff of Marion County for service on C. H. Maison, Auditor, Highway Department, State Highway Building, Salem, the garnishee. The reason for releasing the garnishment is that the plaintiff has been fully paid and is proceeding to dismiss the case.

Also, enclosed please find a motion and form of order of dismissal in the above entitled matter which we request that you present to the Judge for his consideration and signature. If he sees fit to sign the order, please advise us of the date of filing.

Thank you for your cooperation in this matter.

Very truly yours,

ROBERT Y. THORNTON
Attorney General

C. Sorensen
Assistant Attorney General assigned to
Department of Employment

ja

cc—Sheriff of Marion County
cc—Highway Department

2/7/61
Copy [illegible] from
[illegible]
[illegible]

ORDER TO RELEASE

In the ~~District~~ CIRCUIT Court of the State of Oregon

For the County of Umatilla

David H. Cameron, Dept. of Employment Commission

Plaintiff

vs.

Kenneth C. Dack dba Dack Construction Company

Defendant

Case No. Law 8096

ORDER TO RELEASE

To Sheriff of Marion County **and C. H. Maison, Auditor, Highway Department**

By order of C Sorensen Attorney for Plaintiff you are hereby directed to release all monies and property held under attachment

of the money property Garnisheed, Attached or Levied upon in the above entitled case and held by you as Garnishee, by virtue of a copy of writ of Execution Attachment and notice of Garnishment served upon you in the above entitled cause and court

Dated this 25th day of January 1961

To JESSIE M. BELL, CLERK OF THE ~~DISTRICT~~ CIRCUIT COURT

Plaintiff hereby requests that you issue the within release

Attorney for Plaintiff

JESSIE M. BELL, Clerk

By

Deputy

THE PENDLETON RECORD 300 6 57

Denver Young, Sheriff

By A. J. Malstrom **Deputy**

RECEIVED
JAN 24 1961
FOR FILING

30-8325
5423

January 23, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received this date a Notice of Garnishment and Writ of Attachment, issued out of the Circuit Court of Umatilla County by Plaintiff, David H. Cameron, Department of Employment Commissioner, vs. Kenneth C. Dack, dba K. C. Dack Construction Company.

The Writ of Attachment is in the amount of $374.01 taxes, $11.22 interest, $37.40 penalty with interest on $374.01 from January 31, 1961, at the rate of 1 per cent per month, plus cost and expenses of action estimated at $23.00.

The only money due K. C. Dack Construction Company at this date is in connection with State Highway Contract No. 5423 for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties. The amount due is $1,989.04, which is the final payment on this contract.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp
CC:
Amerata & Company
750 Mead Building
Portland 4, Oregon

K. C. Dack Construction Co.
P. O. Box 642
Pendleton, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

Form 07 Rev. 7-50

Rec. 10:40AM
1/[illegible]/61
F. Query

900AM T
1/23/61
D B Taylor

In the Circuit Court of the State of Oregon

FOR THE COUNTY OF UMATILLA

DAVID H. CAMERON, DEPARTMENT OF EMPLOYMENT COMMISSIONER, Plaintiff, vs. **KENNETH C. DACK, doing business as K. C. DACK CONSTRUCTION COMPANY** Defendant.	No. **NOTICE OF GARNISHMENT**

TO: **C. H. Maison, Auditor, Highway Department, State Highway Building, Salem, Oregon**

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of Attachment [illegible]n issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues and/or credits, of every nature, whether due or to become due, in your hands, or under your control, belonging or owing to the above named defendant **Kenneth C. Dack** are hereby attached ~~xxxx~~ upon and garnished, and you are hereby required to furnish forthwith to the undersigned a statement of all such property, money, etc.

Dated at Salem, Marion County, Oregon, this 21st day of January, 1961.

Denver Young, Sheriff
Marion County, Oregon
By .... Deputy

STATE OF OREGON)
) ss.
County of **Marion**)

ANSWER TO GARNISHMENT

TO: **Denver Young**, Sheriff of **Marion** County, Oregon:

Comes now the garnishee to whom the foregoing notice of garnishment is directed, and for answer to said notice of garnishment states and alleges as follows, to-wit:

That at the time of service of said notice of garnishment upon it, there was in its hands or under its control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the defendant **Kenneth C. Dack**, named in said notice of garnishment, except the following:

....

....

....

Dated at ...., Oregon, this .... day of ...., 19 .

....
Garnishee

By: ....

Title: ....

(See note on reverse side)

The answer to a notice of garnishment must be furnished to the sheriff within 5 days from the date of service of the writ and notice of garnishment, if served within the county where the action is pending, and within 10 days if served in any other county.

The answer should designate the amount and description of any debt owing from the garnishee to the defendant named in the notice of garnishment and of any property in possession of the garnishee and belonging to such defendant, including any rights or shares of such defendant in the association or corporation named as garnishee, together with a statement of the amount and description of any interest or profits or encumbrances thereon.

The word "property" includes money, rights, dues, goods, effects and credits of every nature. A debt need not be due before it is garnishable. The word "due" is not restricted to the narrow sense of "payable." For example, the amount of any wages accrued and unpaid as of the time of service of the writ and notice of garnishment must be stated in the garnishee's answer although such accrued wages are not payable until a later time.

From the time of service of the writ and notice of garnishment, the garnishee shall be liable to the plaintiff for the amount of the attached property or debt until the same is discharged, unless such property or debt is paid to the sheriff. If the garnishee fails to answer the notice of garnishment within the time prescribed, or if the garnishee furnishes an answer that is false, insufficient or unsatisfactory to the plaintiff, then the plaintiff may, under certain conditions, obtain a money judgment against the garnishee, including costs and disbursements.

No. ....

IN THE ....CIRCUIT.......... COURT OF
THE STATE OF OREGON

For ....UMATILLA.......... County

Department No. ....

DAVID H. CAMERON,
DEPARTMENT OF EMPLOYMENT
COMMISSIONER
Plaintiff,

vs.

KENNETH C. DACK, doing business
as K. C. DACK CONSTRUCTION COMPANY
Defendant......

NOTICE OF GARNISHMENT

Filed ...., 19.....

.........................., Clerk

By ...., Deputy

ROBERT Y. THORNTON, ATTORNEY GENERAL
C. SORENSEN, ASSISTANT ATTORNEY GENERAL

ATTORNEY FOR THE
DEPARTMENT OF EMPLOYMENT
COMMISSIONER
SALEM, OREGON

State Printing 22153

PHONE: EMpire 42171 - Ext. 681

Form 78—1M—7-59

IN THE CIRCUIT COURT OF THE STATE OF OREGON

For the County of UMATILLA

DAVID H. CAMERON,
DEPARTMENT OF EMPLOYMENT
COMMISSIONER
Plaintiff,
vs.
KENNETH C. DACK, doing business as
K. C. DACK CONSTRUCTION COMPANY,
Defendant

WRIT OF ATTACHMENT

To the Sheriff of Marion *County, GREETINGS:*

WHEREAS, The above-entitled action was commenced in the Circuit Court of the State of Oregon in and for Umatilla County, by the plaintiff in said action, to recover from the defendant in said action the sum of $ 374.01 taxes, $ 11.22 interest, $ 37.40 penalty with interest on $ 374.01 from Jan. 31, 1961, at the rate of 1 per cent per month or fraction thereof, and the costs and expenses of the action estimated at $ 23.00 the necessary affidavit herein having been filed, as required by law, and no undertaking being required of plaintiff through the provisions of 22.010, Oregon Revised Statutes.

NOW, WE DO, THEREFORE, COMMAND YOU, the said Sheriff, that you attach and safely keep all the property of the said defendant, Kenneth C. Dack

in your said county, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand and the costs and expenses of this action as above mentioned, unless the said defendant give you security by the undertaking of at least two sufficient sureties in an amount equal to the value of the property which has been or is about to be attached, in which case you will take such undertaking, and hereof make due and legal service and return.

WITNESS my hand and the seal of said court this 19th day of January, 19 61

Jessie M. Bell
CLERK

(S E A L)

By FERN MASTERS
DEPUTY

No. ....

IN THE .... COURT
OF THE STATE OF OREGON

For .... *County*

Department No. ....

DAVID H. CAMERON,
DEPARTMENT OF EMPLOYMENT
COMMISSIONER
Plaintiff,
vs.

....

....
Defendant.....

WRIT OF ATTACHMENT

Filed ...., *19*.......

...., *Clerk*

By ...., *Deputy*

....

....

ATTORNEY FOR THE
DEPARTMENT OF EMPLOYMENT
COMMISSIONER
SALEM, OREGON

STATE OF OREGON,
County of ......Marion...... } ss.

I hereby certify that the within is a true and correct copy, and the whole thereof of the original writ of attachment.

Denver Young, Sheriff
Marion County, Oregon
~~Sheriff of~~ ...., ~~County, Oregon~~

By ....
Deputy

State Printing 21900

RECEIVED
[illegible] 1960

37-7335

5423

H

December 22, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5423 for the Pendleton-Hilgard Rock Production Project on the Old Oregon Trail in Umatilla-Union Counties was completed by the contractor, K. C. Dack Const. Co., on October 10, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $1,989.04 will be released to the contractor on or after December 30, 1960. The total contract amount is $68,626.15, and no force account work was performed on the project.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Amerata & Company
750 Mead Bldg.,
Portland 4, Oregon

cc: K. C. Dack Construction Co.,
P. O. Box 642
Pendleton, Oregon

RECEIVED
DEC 15 1960
FOR FILING
30-832.5
5423

noted on card
J

December 14, 1960

Glens Falls Insurance Company
Portland Office
225 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. R. L. Metcalf
Claims Manager

Gentlemen:

This is to acknowledge your letter of December 9 concerning an assignment to your company of payments to be made on Contract No. 5423, awarded to K. C. Dack Construction Company, for rock production on the Pendleton-Hilgard Section of Old Oregon Trail, Umatilla and Union Counties.

The assignment is being released as requested in your letter and we are today notifying the Auditor. Semi-final payment is in process and will be forwarded to your office under the terms of the assignment. The final payment, however, will be mailed directly to the contractor unless you request otherwise.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: C. H. Maison (2)

NOTED ON CARD
lc

PORTLAND OFFICE
225 S. W. FOURTH AVENUE
TELEPHONE: CAPITOL 8-7344
PORTLAND 4, OREGON

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

December 9, 1960

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Attn: Floyd Query, Secretary

Gentlemen:

Our File	73-CB-51113K
Principal	K. C. Dack Construction Co.
Obligee	Oregon State Highway Commission
Bond No.	78 24 75

Under date of July 21, 1960 we notified you of an assignment signed by K. C. Dack of the K. C. Dack Construction Co. signing to the Glens Falls Insurance Company all monies due or to become due on the above referenced contract.

This is now notice to your office and Commission that with this letter we are hereby releasing this assignment at this time.

Very truly yours,

R. L. METCALF
CLAIMS MANAGER
JF

RECEIVED
DEC 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1960

FOR FILING
30-4325

5423

December 1, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K. C. Dack Construction Co., on contract #5423 for the Pendleton-Hilgard Rock Production Project on the Old Oregon Trail in Umatilla-Union Counties.

This payment, in the amount of $7,003.11, will be released to contractor, assigned to Glens Falls Insurance Co., on or after December 9, 1960. The retained percentage is $2,060.94.

You have been previously notified that a claim has been filed against this contract by the Eastern Oregon Electric Co-op Association.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
Amerata & Company
750 Mead Bldg.,
Portland 4, Oregon

cc: K. C. Dack Construction Co.,
P. O. Box 642
Pendleton, Oregon

Form E-1—(Rev.)—

30-8325

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 21, 1960

Section Pendleton - Hilgard

Kind of work Rock Production

Highway Old Oregon Trail County Umatilla-Union

Section prefix 30-8325

Contractor K. C. Dack Const. Co.

Contract number 5423

Date of contract March 5, 1959

Specified work days 100

Date work started August 3, 1959

Work days used 116

Project authorization . . . . . $ 84,825

Exclusive of engineering . . . . $ 78,793

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering . . . . $ 68,400

Estimated per cent ~~overrun or~~ underrun . . . . 13 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 6,032

Engineering cost to date $ 5,600, 93 %

Date project was completed October 7, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	none	none	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor has requested termination of his contract as of the 10th of October, and received approval fromthe department. Letter received from the contractor October 21, 1960 advising that there would be no claim against the department as the result of this termination.

Contractor has been dismantling his plant this week.

Contractor has completed the shaping of the stockpile and the remeasure is being made Oct. 21.

* FINAL REPORT *

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 24 [illegible]

NOTED-

Signed C.D.Cannon

Address P.O.Box 908 La Grande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			43.57		
Miles partially completed			same		
Miles completed			same		
Total estimated quantities (contract)			20,000 cy		
Total quantities corrected to date			18,000 cy		
Estimated quantities moved or placed to date			same		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			time expired		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair-cool		
Tuesday	"		
Wednesday	"	increasing cloudiness	
Thursday	"	"	
Friday	cool-cloudy		
Saturday			

RECEIVED
SEP - 3 1960
FOR FILING
[illegible]
5423

Info noted on card RY

September 7, 1960

Eastern Oregon Electric Coop. Association
Route No. 1, Box 96
Pendleton, Oregon

Gentlemen:

This is to acknowledge your letter of September 6 informing us that K. C. Dack Construction Company owes you money for electrical energy in the operation of their crusher at Meacham.

This appears to be the K. C. Dack Construction Contract 5423, rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties. This contract was awarded March 5, 1959 and has not yet been completed. The Glens Falls Insurance Company, through Amerata & Company, 750 Mead Building, Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure. In the interim this information will be noted in our records and we will advise the surety and the contractor that it has been received in this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:
CWH:rj

Info noted on card RJ

September 7, 1960

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
220 Bush Street
San Francisco 4, California

Gentlemen:

We have this date received a letter from Eastern Oregon Electric Coop. Association, Route No. 1, Box 96, Pendleton, Oregon, advising that K. C. Dack Construction Company owes them (amount not shown) for electrical energy in connection with the operation of a crusher at Meacham.

This appears to be in connection with K. C. Dack's Contract No. 5423, rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

We provide this information as your company appears as surety on the performance bond with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

cc: Amerata & Co., Portland
K. C. Dack Construction Co., Pendleton
Commission
W. C. Williams
Forrest Cooper

PHONE CRESTVIEW 6-5551

EASTERN OREGON ELECTRIC COOP. ASSN.
REA DESIGNATION: OREGON 34, WESTON
ROUTE NO. 1, BOX 96
PENDLETON, OREGON

September 6, 1960

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Would you please send us the necessary forms that we may execute for service rendered to a contractor who has a contract with the State Highway Commission.

What we have in mind is that the cooperative put in a three-phase line and substation at Meacham, Oregon for the K. C. Dack Construction Company who has a contract with the State to crush sanding rock.

We have never received any money for electrical energy to run this crusher. It was installed last fall and he will finish up his contract probably this month.

Very truly yours,
J P Gaines
J. P. Gaines, Manager

#5423
K.C. Dack

RECEIVED
SEP 7 - 1960
OREGON
STATE HIGHWAY COMMISSION

Mrs Cook [illegible]
[illegible]

RECEIVED
JUL 25 1960
FOR FILING
[illegible]

[illegible]

July 22, 1960

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Attention: R. L. Metcalf, Claims Manager

Gentlemen:

This is to acknowledge receipt of your letter of July 21 to which was attached an assignment signed by Kenneth C. Dack assigning to the Glens Falls Insurance Company all moneys due or to become due on our Contract 5423, awarded to K. C. Dack Construction Company for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties.

A copy of this letter and your assignment is being forwarded to Mr. C. H. Maison, Auditor, so that future warrants on this contract may be handled as per the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

C. H. Maison (2)

NOTED ON CARD
dc

PORTLAND OFFICE
225 S. W. FOURTH AVENUE
TELEPHONE: CApitol 8-7344
PORTLAND 4, OREGON

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

July 21, 1960

Oregon State Highway Commission Office
State Building
Salem, Oregon

Attn: Mr. Floyd Query

Gentlemen:

Contract # 5423 Rock Production, Old Oregon Trail Highway
Principal K. C. Dack Construction Co.
Obligee Oregon State Highway Commission
Bond No. 78 24 75

Under our bond application and indemnity agreement No. 78 24 75 dated March 5, 1959, K. C. Dack dba K. C. Dack Construction Company has assigned to the Glens Falls Insurance all monies due or to become due including any retainage and any extras on the sub-contract.

This letter and attached copy of the assignment by K. C. Dack is your official notice thereof.

Very truly yours,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER
JF
Att. 1

cc: Mr. Normin Kobin
Portland Trust Bldg.
Portland, Oregon

Mr. K. C. Dack
P. O. Box 642
Pendleton, Oregon

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

K. C. DACK
Construction Co.

BOX 642 CR 6 - 1756.
PENDLETON, OREGON

July 13th, 1960

I, K. C. DACK DBA K. C. DACK CONSTRUCTION COMPANY, DO HEREBY ASSIGN AND SET OVER TO AND TRANSFER ALL MONIES DUE OR TO BECOME DUE INCLUDING ANY RETAINAGE AND OR EXTRAS ON THE JOB KNOWN AS ROCK PRODUCTION, OLD OREGON TRAIL HIGHWAY, PENDLETON_HILGARD SECTION UMATILLA AND UNION COUNTYS, OREGON STATE HIGHWAY COMMISSION JOB, No. 5423, TO GLENS FALLS INSURANCE COMPANY.

THIS WRITING AND ASSIGNMENT IS IN RECOGNIZATION OF THE INDEMNITY AGREEMENT UNDER GLENS FALLS INSURANCE COMPANY BOND 78-24-75 dated MARCH 5, 1959 AND UPON WHICH THIS BOND WAS ISSUED.

K. C. DACK CONSTRUCTION COMPANY

By:____________________

GENERAL CONTRACTOR

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
A G C

FORM E-123 5M
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 23 1959
FOR FILING

30-8325

5423

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1959

K. C. Dack Construction Company
P. O. Box 642
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5423, awarded March 5, 1959, for the Pendleton-Hilgard Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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MAR - 6 1959
FOR FILING

30-[illegible]25

5423

March 5, 1959

K. C. Dack Construction Co.
Box 642
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5423 for the Pendleton-Hilgard rock production project on the Old Oregon Trail Highway in Umatilla and Union Counties.

This award was based on your bid of $75,400 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MB

CC: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1962

ion Pacific Railroad Company
aha 7,
braska

ntlemen:

Enclosed is our warrant in the amount of [illegible] which
presents final payment for work done in connection with the con-
ruction of the Perry-Ore Dell Section railroad Agreement No. [illegible]
nd [illegible]-1.

[illegible]

[illegible]

JP:jc

Enclosure

cc: [illegible]

I-80N-6(11) Grande Ronde River Brg. 1959
257 & UPRR O'Xings, Perry-Ore
#5424 Dell Sec.

I-80N-6(11) Grande Ronde River Brs. 1959
257 & UPRR O'Xings, Perry-Oro
#5424 Dell Sec.

RECEIVED
E-123X 100M 4-62
DEC 18 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I 80N 6(11) 257

5434

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1962

Union Pacific Railroad Company
Omaha 2,
Nebraska

Gentlemen:

Enclosed is our warrant in the amount of $1,397.13 which represents final payment for work done in connection with the construction of the Perry-Oro Dell Section railroad agreement No. 93284 and 93284-1.

Our records indicate that we have previously paid the following bills on this project.

Bill No.	Amount Paid	Amount Retained
885014	$12,520.42	$1,391.16
900670	7,111.52	790.17

The amount retained ($2,181.33) has been reduced by $784.20, which represents the deduction by the Bureau of Public Roads, leaving a balance of $1,397.13 due. A copy of the Bureau of Public Roads' audit report is attached.

If you have any questions regarding this final payment, contact the Accounting Division of the Oregon State Highway Department.

Very truly yours,

C. H. Madison
Auditor

By:
D. F. Wolfe
Accounting Division

DFW:jc

Enclosure

cc: G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

L. H. Young
G. S. Paxson

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

PAGE 1 OF 1 PAGES

FORM PR-1042
(3-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

(IM 4-1-61) Final file

		ITEM NO. 2	
		DIVISION OFFICE NO. 35	
ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-80N-6(11)257	VOUCHER NUMBER	AMOUNT CLAIMED $ 62,684.00

EXCEPTION

Union Pacific Railroad Company

Page 11, Bill No. 885014

Credit was not allowed for [illegible] removed from temporary line.
Reference: PPM 30-3, [illegible]

4 [illegible]	[illegible]	
Less 15% depreciation	[illegible]	
Total [illegible]		$765.00

FTR:djg
1/3

PAGE 1 OF 1 PAGES

FORM PR-1042 (3-61)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		ITEM NO. 3
SCHEDULE OF EXCEPTIONS (IM 4-1-61)	Final #19		DIVISION OFFICE NO. 35
ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-80N-6(1)257	VOUCHER NUMBER	AMOUNT CLAIMED $ 62,634.00

EXCEPTION

Union Pacific Railroad Company

Page 8 of Bill No. 885014

Credit was not allowed for scrap copper wire removed from temporary line. Reference: PPM 30-3, Section 10c(4)b d(5)

160 pounds copper line wire @ .10	$16.00
32 pounds copperweld wire @ .10	3.20
Total cited	$19.20

FDR:djg
1/3

REPLACES FORM PR-302, WHICH IS OBSOLETE ☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—[illegible] USCOMM-DC 49112-P61

RECEIVED
DEC 19 1962
FOR FILING

5424

477 Cottage Street N.E.
Salem, Oregon

December 6, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

By: L. R. Backlund
Administrative Manager

Oregon Project I-80N-6(11)257
Perry-Oro Dell Section (Structures)
Voucher No. 19 - Final
Net amount claimed $62,684.00

The subject voucher has been approved in the reduced amount of $58,755.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Item Nos. 1 to 7.

Total amount of deduction	$4,254.03
Federal-aid pro rata	92.37%
Net deduction in even dollars	$3,929.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

original To Young
with attachments
12-10-62

RECEIVED
AY 16 1962

FOR FILING

[illegible]

[illegible]

May 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement dated July 23, 1961, file #27553 with the Union Pacific Railroad Company and County of Union relative to the construction of the Perry-Oro Dell Section (Structures), Project No. I-80N-6(11)257.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
OV 28 1961
FOR FILING

5424

November 28, 1961

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

A revised post-final payment in the amount of $3,499.09 will be made to Schrader Construction Co., Inc. on Contract No. 5424 for the Grande Ronde River Bridges on the Perry-Oro Dell Section of the Old Oregon Trail Highway, Union County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $655,006.08, including the post-final payment. Of the total, $1,473.36 is for force account work performed in connection with this contract.

This letter will supersede my letter to you of August 30, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

mc

cc: Standard Accident Insurance Co.
Portland Branch Office
620 Oregon Bank Building
Portland 4, Oregon

Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

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NOV 10 1961
FOR FILING

I [illegible]

5424

Salem, Oregon
November 9, 1961

Mr. Ivan Merchant

Herewith copy of a letter from the Union Pacific Railroad Company giving their estimate of the division of time between engineering and protective services on the three highway overcrossing structures near LaGrande for which the Schrader Construction, Inc. was the contractor.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 3, 1961

(File Ref. D 315 - 2 - 77)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

Referring to telephone conversation of Mr. Brown, Railroad's District Engineer, with you this date, regarding work performed by Railroad's Engineer-Inspector in connection with construction of three (3) highway overcrossing structures at Railroad Mile Posts 288.24, 288.27 and 288.68 near LaGrande, by Schrader Construction, Inc., under contract with the State of Oregon:

Easement for and construction of these overcrossings on Railroad property is covered by agreement dated July 28, 1961, which includes provision for Railroad Company to furnish engineering, inspection, watchman and flagman service as in the opinion of the Railroads is necessary to protect their property and operations.

For your information the Engineer-Inspector who was assigned to this project, spent 75% of his time insuring protection of Railroad operations and 25% of his time to engineering matters.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

CC:
Mr. R. M. Brown, UPRR,
Portland, Oregon

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

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5424

October 3, 1961

Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Attention: Mr. R. A. Schrader

Gentlemen:

Reference is made to your letter of October 2 protesting charges for watchmen and flagmen on the three structures included in your Contract No. 5424. Mr. Ivan Merchant, our Bridge Engineer, will be glad to confer with you at any time and go over with you the details of these charges as they appear upon the billing to us from the Union Pacific Railroad Company.

Please make your own date to see Mr. Merchant.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:me

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

Salem, Oregon
October 3, 1961

Perry-Oro Dell Structures
Contract No. 5424

Mr. Ivan D. Merchant

Herewith copy of a letter from the Schrader Construction Company protesting the watchmen and flagging costs on the structures under their Contract No. 5424. I am writing to Mr. Schrader, as per the attached letter, advising that you would be glad to confer with him and go over all of the charges assessed against him.

In preparing for this, you should have a breakdown of these Railroad charges so that we can clearly differentiate between engineering inspection and flagman and watchman services. The contractor should be charged for all of the flagman and watchman services and should not be charged for engineering inspection.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

SCHRADER CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
3621 S. E. 52ND AVENUE PORTLAND 6, OREGON
PROSPECT 4-4364 PROSPECT 1-8722

October 2, 1961

REFERRED TO
Paxson
By State Highway Engineer

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams,
State Highway Engineer
29
Re: CONTRACT NO. 5424, Your Letter 8/27/61

Gentlemen:

We have received post-final estimate for Contract No. 5424 - Perry Ore-Dell Structures, which is intended to be a final order of the Union Pacific Railroad Protective Service charges. In accordance with the specifications, Relations with Railroad Company, nothing is implied nor stated that the contractor is expected to bear the full cost of inspectors, engineers, or flagmen assigned to a division.

This is not the first structure we have built for the Highway Commission over the Union Pacific Railroad, nor is it the first time we have worked with their engineers and inspectors, but certainly we will all agree that it is the first experience of full charges for railroad personnel. It is a well established fact that at the time this contract was awarded to our firm, it was anticipated that additional work would shortly be under way in the vicinity of Meacham and Baker, in which the Union Pacific would require its personnel for protection of its facilities; however, due to approvals, P.U.C. hearings, etc., this did not materialize for some months during which time the railroad had assigned an engineer for this purpose to the LaGrande division.

We have checked our job diary and records against your billing, and find that we have been charged for full time for the railroad's engineer-inspector, regardless of our operations. This procedure we feel is not justified.

It is requested that we be allowed to meet with your office to discuss the matter of why we should be charged approximately $11,000 for flagtime when the charges are based on full eight hour days, regardless of what phase of work was taking place. Please advise us what date will be satisfactory to you for this meeting.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By Schrader
R. A. Schrader

RAS:pls

RECEIVED
AUG 31 1961
FOR FILING

[illegible]

5424

August 30, 1961

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

You are hereby notified that a post-final payment will be made to Schrader Construction Co., Inc., on Contract No. 5424, Grande Ronde River Bridges on Perry-Oro Dell Section of Old Oregon Trail Highway in Union County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $652,364.90, including the post-final payment of $857.91. Of the total, $1,473.36 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Standard Accident Insurance Co.
Portland Branch Office
620 Oregon Bank Building
Portland 4, Oregon

Schrader Construction Co., Inc.
3621 S.E. 52nd Avenue
Portland 6, Oregon

August 29, 1961

Schrader Construction Co., Inc.
3621 SE 52nd Ave.
Portland 6, Oregon

Gentlemen:

I enclose for your signature a final estimate voucher on contract No. 5424 in the amount of $857.91. I also enclose a contractor's acceptance form which is required with post-final vouchers. Please execute whichever space on the form you desire and return it with the signed original voucher form for final processing.

Enclosed also are two copies of a certificate required by the Federal government. Please sign and return to this office both copies of the certificate, along with the above-mentioned acceptance form and the signed original voucher form.

Very truly yours,

W. C. WILLIAMS
State Highway Engineer

By:
Carl F. Smith
Claims Supervisor

CFS:jm
Enclosures

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FOR FILING
[illegible]

542.4

Salem, Oregon
June 26, 1961

Perry-Oro Dell Section
Old Oregon Trail Highway
Union County

Mr. Glen Sorenson

Herewith triplicates of an agreement covering the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County. This covers the work affecting the Union Pacific Railroad Company's property.

I have had these checked by Construction and by the Bureau of Public Roads, and the agreement meets with our approval. If you find they are legally acceptable, will you please approve them and have them presented to the Highway Commission at the meeting Friday, July 28.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM CD-121
(9-22-59)

UNITED STATES ERNMENT

Memorandum

U.S. RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 25, 1961

Attention: G. S. Paxson

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

G. Polk

SUBJECT: Oregon Project I-80N-6(11)257
Perry-Oro Dell Section
Old Oregon Trail Highway

We are returning the copy of railroad agreement covering easements for structures on this project. Although, as pointed out in your July 18 letter, the agreement does not conform to all requirements of PPM 21-10 we will approve it when executed copies are presented. Such approval is against our previously stated policy, however, it will be given in this instance, due to the fact that the work was virtually completed at the time PPM 21-10 was issued. Stricter observance of Federal regulations will be required in connection with future work involving railroad agreements.

Attachment

RECEIVED
JUL 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 17, 1961

Ref. File: D 315 - 2 - 77

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to previous correspondence regarding reconstruction of Perry - Oro Dell Section of Old Oregon Trail Highway:

Herewith triplicates of proposed agreement covering easement and construction of the three overhead structures in this area. If satisfactory, will you please have the agreement executed by the Highway Commission and also by the County of Union. The County has been made a party to the agreement for the purpose of terminating easement for undercrossing at Railroads' Mile Post 288.02.

Understand it is the State's current practice to record all easements which includes adding notarial acknowledgment to agreement, and assume it will be done in this case.

Please note, page 1, that date of agreement should be filled in prior to execution.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

enc.

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JUL 1[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 12 1961

FOR FILING
I 80N·6(11)257

5424

Salem, Oregon
May 12, 1961

Mr. R. L. Porter

Herewith Union Pacific Railroad Company bills on the Perry-Oro Dell Section of the Old Oregon Trail Highway. Will you please process these for payment.

Within the next few days, we should have the signed copy of the Railroad agreement covering this section.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
MAY 12 1961
FOR FILING

80n-6(11)257

5424

Salem, Oregon
May 12, 1961

Mr. R. L. Porter

Herewith Union Pacific Railroad Company bills on the Perry-Oro Dell Section of the Old Oregon Trail Highway. Will you please process these for payment.

I suggest you check to see whether we have signed agreements.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
APR 10 1961

FOR FILING

I-80N-6(1)257

5424

April 7, 1961

Schrader Construction Co., Inc.
3261 S. E. 52nd Avenue
Portland 6, Oregon

Attention: Mr. R. A. Schrader

Gentlemen:

This is to acknowledge receipt of your letter of April 6 in which you state that you believe the final estimate on Contract No. 5424 is insufficient, particularly in reference to deductions under Item 601 - "Union Pacific Railroad Inspector Flagmen".

A copy of your letter is being forwarded to Mr. Ivan Merchant, Bridge Engineer, for his information. I would suggest that you take this matter up with him. I am sure he will be glad to discuss it with you at some time mutually agreeable.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: G. S. Paxson
Ivan Merchant

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

3621 S. E. 52ND AVENUE PORTLAND 6, OREGON

PROSPECT 1-8722

April 6, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Re: CONTRACT NO. 5424 - GRANDE RONDE RIVER BRIDGES

Gentlemen:

In accordance with specifications for the subject contract, we believe the amount specified in the final estimate to be insufficient, in particular with reference to your deductions under Item 601 - Union Pacific Railroad Inspector Flagmen.

It is requested that we be allowed to discuss this with you as soon as you have compiled the necessary information relative to these charges.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By
R. A. Schrader

RAS:pls

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APR 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 24 1961
FOR FILING

Corres I-80N-6(11)257
[illegible]
5424

March 23, 1961

Mr. G. H. Emker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Railroad Reimbursable Bills

Dear Sir:

It has just been called to my attention that four structural contracts involving work on or near the Union Pacific Railroad Company's right of way and upon which railroad reimbursabe costs were incurred have been completed, but billings of these costs have not been received from the Union Pacific Railroad Company. These contracts are as follows:

1. Contract #5562 with C. J. Montag and Sons for Reconstruction of the Union Avenue Bridge over the T. H. Banfield Freeway in Portland. The contract was completed on January 24, 1961 and accepted by the Highway Commission as complete on March 10, 1961. To date we have Union Pacific bills through the month of May 1960. We need the Railroad bills from June 1960 through to the contract completion date.

2. Contract #5763 with C. J. Montag and Sons for construction of the Tillamook Street Partial Viaduct on Interstate Avenue in Portland. Contract was completed on January 31, 1961 and accepted by the Highway Commission as complete on March 10, 1961. We have received no Railroad bills to date on this work.

3. Contract #5424 with the Schroeder Construction Company for the Grande Ronde River Bridges on the Old Oregon Trail Highway in

Union County. Work on the contract was completed on January 27, 1961 and accepted by the Highway Commission on March 10, 1961 as complete. We have the Railroad Company bills for work done to March 31, 1960. Before we can final the contract, we will have to have, for review, the Railroad Company bills for April 1960 through to the contract completion date.

4. Contract #5621 with Gibbons & Reed for construction of the Corbett Interchange on the Columbia River Highway in Multnomah County. Work on this contract was completed February 28, 1961 and accepted as complete by the Highway Commission on March 10, 1961. We have Railroad bills through July 1960. Before we can make final settlement with the contractor, we will need, for review, the Railroad bills from August 1960 through to the contract completion date.

In all of these contracts the contractor is responsible for flagmen and watchmen services provided by the Railroad, and, although we pay the Railroad directly for the costs, these payments are deducted from the contractors' estimates. We are in the embarrassing position of holding up final payment to the contractors on projects which have been completed and are acceptable. We would greatly appreciate your attention to this and billings to us as soon as practicable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. John A. Bunjer
Mr. R. M. Brown

Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM E 30 5UM 7 60 29395

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1961

SUBJECT: Union Pacific
Railroad Billing

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

We have four (4) contracts all involving grade separation work with the Union Pacific Railroad Company which are completed but on which we can not make final settlement with the contractor because the Union Pacific Railroad Company is not up to contract completion date with their billing.

In all four (4) cases the specifications require that the contractor be billed for the Protective Services furnished by the Railroad Company. The four (4) contracts are as follows:

1. Contract #5562 with C. J. Montag and Sons for Reconstruction of the Union Avenue Bridge over the T. H. Banfield Freeway in Portland. The contract was completed on January 24, 1961, and accepted by the Highway Commission as complete on March 10, 1961. To date we have Union Pacific bills on this work through the month of May 1960. We need the Railroad bills from June 1960 through to the contract completion date.

2. Contract #5763 with C. J. Montag and Sons for construction of the Tillamook Street Partial Viaduct on Interstate Avenue in Portland. Contract was completed January 31, 1961, and accepted by the Highway Commission as complete on March 10, 1961. We have received no Railroad bills to date on this work.

3. Contract #5424 with Schrader Construction Company for the Grande Ronde River Bridges on the Old Oregon Trail Highway in Union County. Work on the contract was completed on January 27, 1961, and accepted by the Highway Commission as complete on March 10, 1961. We have the Railroad Company bills for work done to March 31, 1960. Before we can final the contract, we will have to have, for review, the Railroad Company bills for April 1960 through to the contract completion date.

4. Contract #5621 with Gibbons & Reed for construction of Corbett Interchange on the Columbia River Highway in Multnomah County. Work on this contract was completed February 28, 1961, and accepted as complete by the Highway Commission March 10, 1961. We have Railroad bills through July 1960. Before we can make final settlement with the contractor, we will need, for review, the Railroad bills from August 1960 through to the contract completion date.

In all instances mentioned above, I have requested the Union Pacific Company by letter to expedite the final bills so that we would not have to delay final settlement with the contractor. The requests we have made do not seem to be producing the necessary bills. This matter is directed to your attention because I know we are getting in bad with the contractors for holding up their final payment, and the hope that you can exert some pressure on the Union Pacific Company to produce the necessary bills at the earliest possible date.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:nk

RECEIVED
MAR 23 1961
Office of
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1961
FOR FILING

I-80N-6(11)257

5424

March 23, 1961

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

State Highway contract #5424 for construction of the Grande Ronde River Bridges on the Perry-Oro Dell Section of the Old Oregon Trail in Union County was completed by the contractor, Schrader Construction Co Inc., on January 27, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $21,981.03 will be released to the contractor on or after April 3, 1961. The total contract amount is $651,506.99, of which amount $1,473.36 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Portland Trust Bldg.,
Portland 4, Oregon

cc: Schrader Construction Co. Inc.,
3621 SE 52nd Avenue
Portland 6
Oregon

RECEIVED
JAN 31 1961
FOR FILING

FORM E-123

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-SCN-6(11)257

5424

January 30, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Schrader Construction Company completed work on Perry-Oro Dell Section Structures on the Old Oregon Trail Highway in Union County, Contract 5424, FAP No. I-SCN-6(11)257, on January 27, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. H. Parkes

NOTED ON CARD
DC

NOTED
FLOYD QUERY

RECEIVED
C 27 1960
FOR FILING
1-91N 6(11)
5424

December 23, 1960

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

It is the intention of the State Highway Commission to release to Schrader Construction Co., a portion of the funds heretofore retained by the Commission on contract #5424 for construction of the Grande Ronde River Bridges on the Perry-Oro Dell Section on the Old Oregon Trail in Union County.

This payment, in the amount of $16,185.24, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,425.21. The present payment will be released on or after January 3, 1961.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
680 Portland Trust Bldg.,
Portland 4, Oregon

cc: Schrader Construction Co.,Inc.,
3621 SE 52nd Avenue
Portland 6, Oregon

RECEIVED
1960

FORM E-30 50M 7-60 29395

1-8CN-6(11)250

5424

file
4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1960

SUBJECT: Perry-Oro Dell Structures
Contract #5424

To: Mr. W. C. Williams
State Highway Engineer
OFFICE

Schrader Construction Company has completed all work on the above project with the exception of a small amount of concrete finishing. Because of the weather in the job area, this work cannot be done until some time next spring.

Contractor has requested that the retained percentage held on the contract be reduced to the minimum permissible retained amount of 3 percent of the completed work.

May I have your permission to reduce the retained percentage per the contractor's request.

Ivan D. Merchant
Bridge Engineer

CAG:nk

APPROVED ______________
W. C. Williams

Orig to Bridge Dept

A

RECEIVED
JUL 17 1959
FOR FILING

[illegible]

3424

July 17, 1959

659

Mr. R. A. Schrader
Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Dear Mr. Schrader:

This will further acknowledge your letter of May 18, 1959 in regard to difficulties which you are experiencing in the vicinity of Bridge No. 8430 on the Old Oregon Trail west of LaGrande. Subsequent to the receipt of your letter, a 20-mile-per-hour speed zone has been established through this section. It is believed that the 20-mile-per-hour speed zone will provide adequate protection to work parties in this vicinity. It is also suggested that the present "PREPARE TO STOP" signs which are being used in advance of the flagmen be replaced with the standard "WATCH FLAGMAN" signs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. A. F. Parson

VPJ:pk ae

FORM E-30X—50M—2-58—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1959

SUBJECT: Construction Speed Zone
Perry-Oro Dell Section
Old Oregon Trail
US30 - Hwy. No. 6 - M.P. 257.5 to
M.P. 258.2
GSP 659

To: Val Johnson
Traffic Control Engr.
Office

Attached is Larry Orth's letter report concerning the construction speed and signing at the subject location.

I feel that they have plenty of signs concerning this bridge construction area, but I doubt very much whether they have the right signs properly located. In particular, I take a very dim view of the "PREPARE TO STOP" sign for a construction area. If they insist on using such a sign, the wording should be "BE PREPARED TO STOP", although even this sign is not according to our manual.

It will also be noted that they have installed our standard speed zone sign "SPEED 20 MILES" where this should be "CONSTRUCTION SPEED 20 MILES". Also according to Mr. R. A. Schrader's letter dated May 18, 1959, they use a flagman during construction periods, but there are no "WATCH FLAGMAN" signs installed. It would be nice if they would replace the "PREPARE TO STOP" signs with the "WATCH FLAGMAN" signs. Generally speaking, I think conditions would be improved if they followed more closely our manual which goes into quite a bit of detail concerning signing for construction areas.

Robert D. Conklin
Robert D. Conklin
Traffic Investigation Engineer

RDC:jj
Attachment

FORM E-30X—50M—2-58—16180

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1959

SUBJECT: Construction Speed Zone
Perry-Oro Dell Section
Old Oregon Trail
US30 - Hwy. No. 6 - M.P. 257.5 to
M.P. 258.2
GSP 659

To: Robert D. Conklin
Traffic Investigation Engr.
Office

As instructed, on Monday, June 1, 1959, I observed the subject section of US30, west of LaGrande, as was considered for the establishment of a 20 MPH construction speed zone. The 20 MPH signs were found to be posted, adequately bracketing the bridge construction zone under contract to Schrader Construction Company, Inc. of Portland. The subject signs (No. R-200) are situated within an existing 35 MPH construction speed zone.

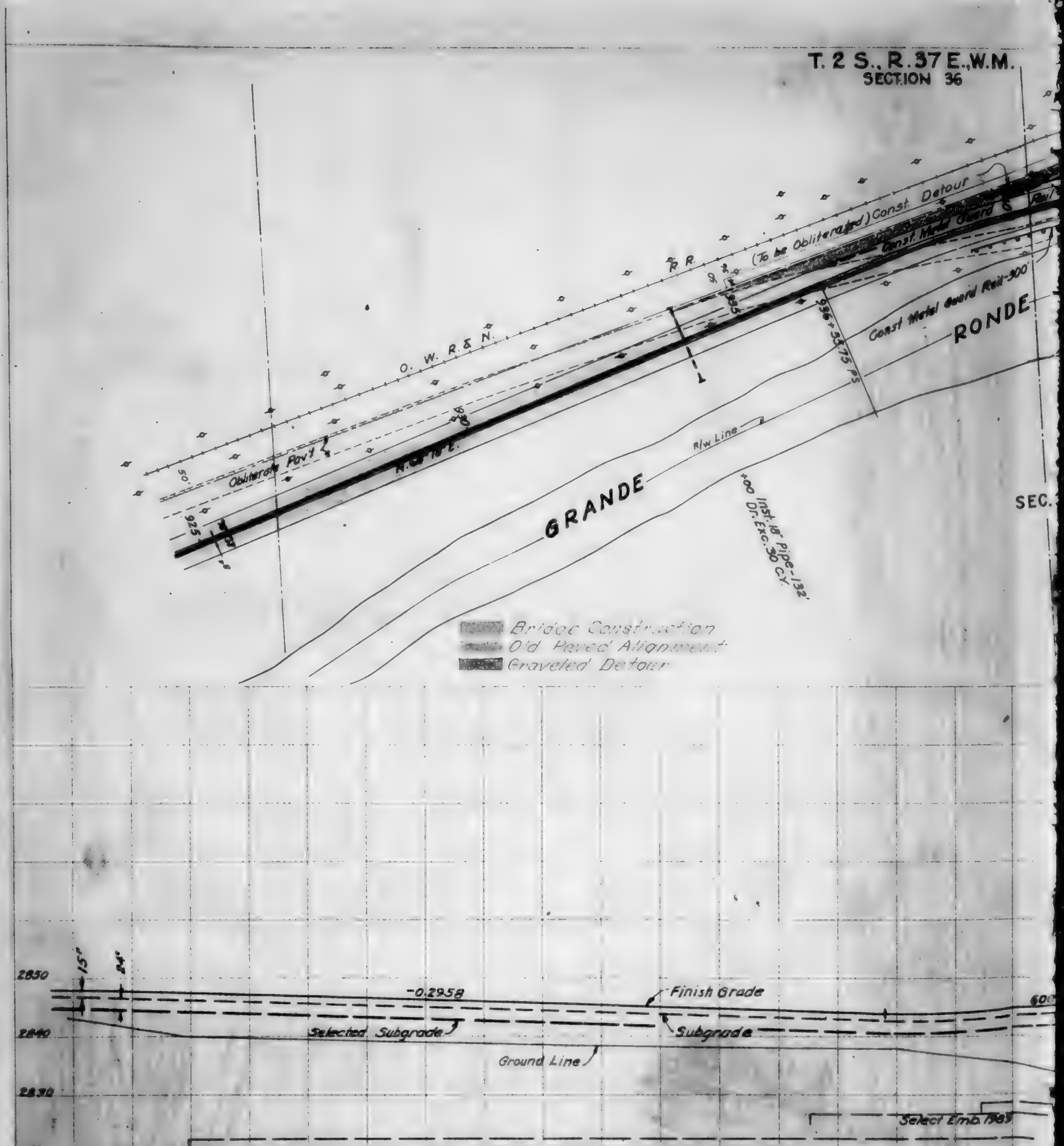
An attempt was made to contact Mr. Peterson, Resident Bridge Engineer, LaGrande, in regard to the subject matter. In view of Mr. Peterson's absence, I talked with two gentlemen in his office. At this time, I was unaware of the Highway Commission's action of May 28, 1959, establishing the 20 MPH construction speed zone on US30 between M.P. 257.5 and M.P. 258.2. During the conversation, it was learned that bridge construction crews were on strike. I mentioned that possibly the 20 MPH speed zone was unwarranted at this time, however, would appear necessary during actual construction due to the temporary alignment and the added congestion.

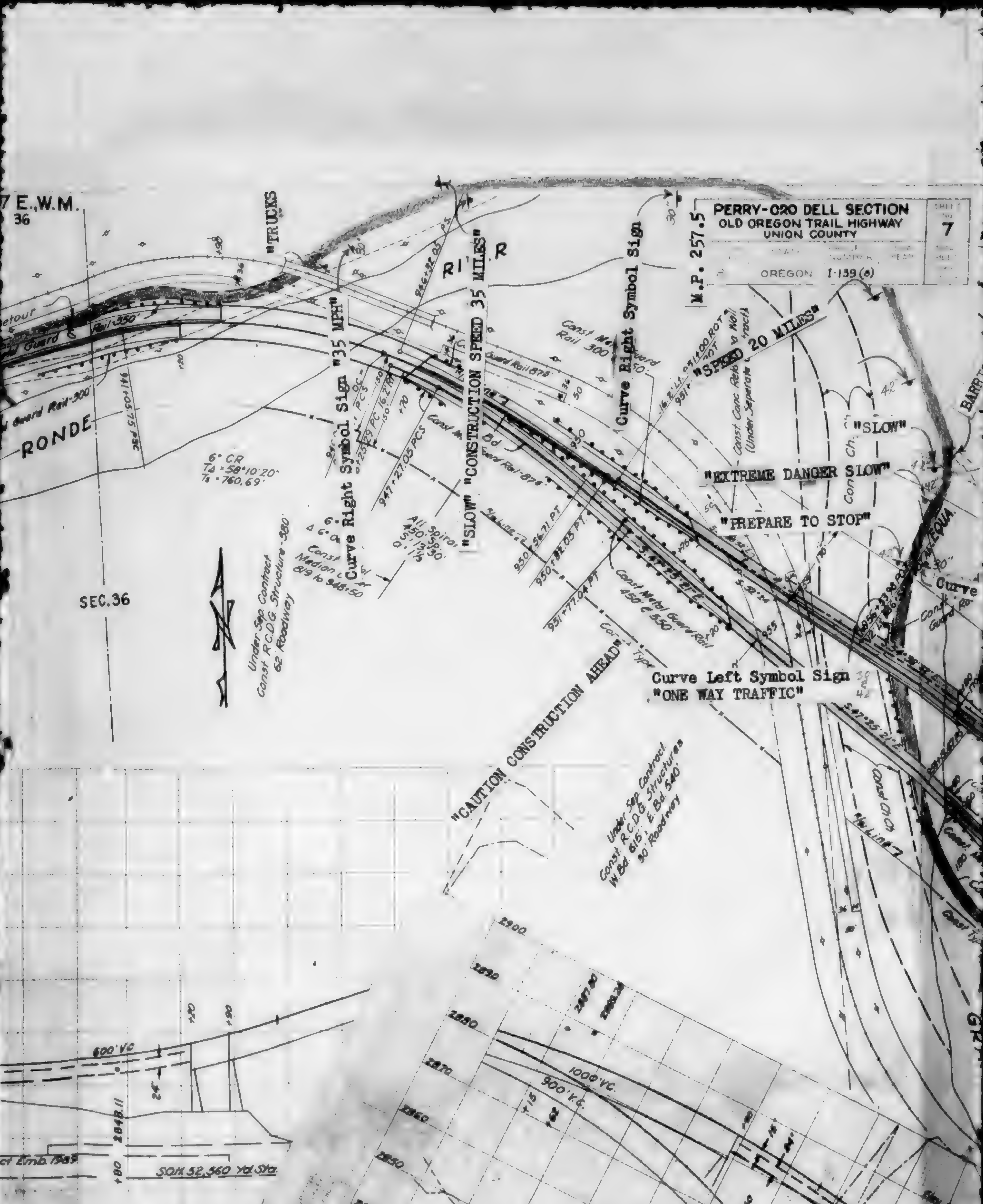
The signing, in advance of and within the 20 MPH construction speed zone, as is illustrated on the attached plan, appears ample or possibly somewhat more than adequate.

Larry Orth

Larry Orth
Traffic Investigator

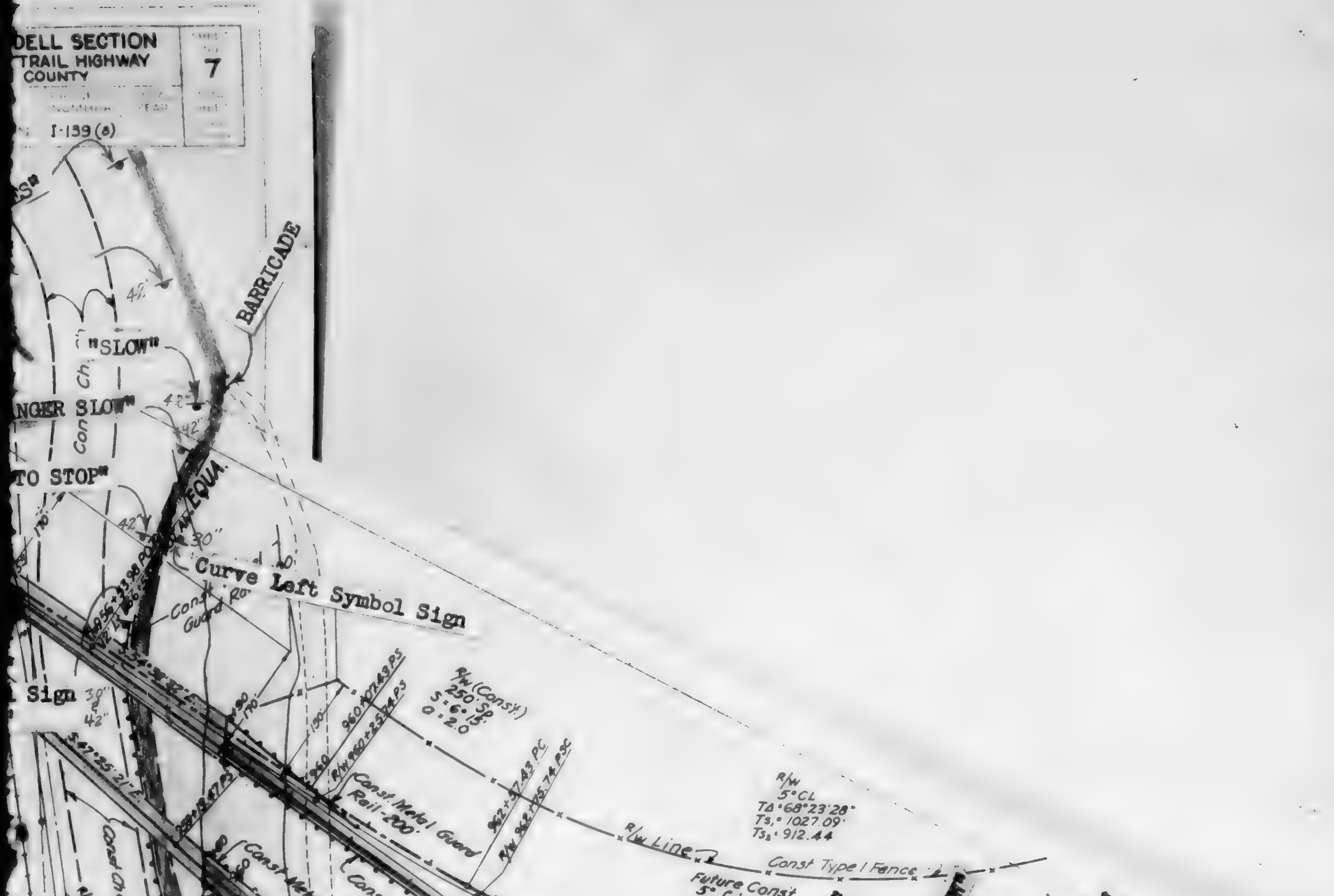
LO:jj
Attachment


T. 2 S., R. 37 E., W.M.
SECTION 36
O. W. R. & N.
R. R.
(To be Obliterated) Const. Detour
Const. Metal Guard
Const Metal Guard Rail-300'
936+53.75 P.S.
Obliterate Pav't
925
930
935
N.
RONDE
GRANDE
R/w Line
SEC.
+00 Inst. 18" Pipe-132'
Dr. Exc. 30 C.Y.
Bridge Construction
Old Paved Alignment
Graveled Detour
2850
2840
2830
2820
15"
24"
-0.2958
Finish Grade
Selected Subgrade
Subgrade
Ground Line
Select Emb. 1985
Select Emb. 10,069
Exc. 69
Exc. 504



PERRY-ORO DELL SECTION
OLD OREGON TRAIL HIGHWAY
UNION COUNTY
OREGON I-139 (8)
SHEET NO. 7

7 E.,W.M.
36
"TRUCKS"
"35 MPH"
Curve Right Symbol Sign
"SLOW" "CONSTRUCTION SPEED 35 MILES"
RI R
Curve Right Symbol Sign
M.P. 257.5
"SPEED 20 MILES"
"SLOW"
"EXTREME DANGER SLOW"
"PREPARE TO STOP"
Curve Left Symbol Sign
"ONE WAY TRAFFIC"
"CAUTION CONSTRUCTION AHEAD"
RONDE
SEC. 36
Detour
Guard Rail 350'
Guard Rail-300
Const Metal Guard Rail 300
Guard Rail 875'
Guard Rail-876'
6° CR
TΔ = 58°10'20"
Ts = 760.69'
All Spirals 450' Sp.
Const. Median
819 to 948+50
947+27.05 PCS
950+56.71 PT
950+82.05 PT
951+77.04 PT
Const Metal Guard Rail 450' & 550'
Const Conc Retaining Wall (Under Seperate Contract)
Under Sep Contract
Const R.C.D.G. Structure-380'
62' Roadway
Under Sep Contract
Const. R.C.D.G. Structures
W.Bd. 615', E.Bd. 540'
30' Roadway
Const Ch
42"
30"
BARR
Curve
Const Guard Rail
Fly Line 7
GR
2900
2890
2880
2870
2860
2850
2840
1000' V.C.
900' V.C.
600' V.C.
2848.11
24"
Emb. 1965
SQ.H. 52,560 Yd Sta.


DELL SECTION
TRAIL HIGHWAY
COUNTY
7
I-139 (6)
BARRICADE
"SLOW"
ANGER SLOW"
TO STOP"
Curve Left Symbol Sign
Sign
Const Metal Guard Rail-200'
Const Metal Guard Rail-150'
Const Metal Guard Rail-300'
Const Metal Guard Rail-762'
Const Detour
Const Type I Fence
R/W Line
Future E. Bd. ℄
W. Line
E. Line
"ONE WAY TRAFFIC"
"PREPARE TO STOP"
"EXTREME DANGER SLOW"
"SLOW"
"SPEED 20 MILES"
"BRIDGE CONSTRUCTION AHEAD"
E. M.P. 256.2
R/W
5° CL
TΔ = 68°23'28"
Ts1 = 1027.09'
Ts2 = 912.44
650' Sp.
S = 21°07.5'
a = 1.0
2° CR.
Δ = 4°44'51"
T = 118.76
GRANDE
RONDE
RIVER
I-139 (6)
Sta. 964+30
972+41.85 POT Bk.
972+14.76 PC Ah
Const Metal Guard Rail-100'
Const Metal Guard Rail
3° CL
Δ = 14°20'23"
T = 390.47
6° CL
TΔ = 15°01'
Elev. 3010

RECEIVED
JUN 12 1959
FOR FILING

A

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 80N-6(12)257

5424

June 11, 1959

Schrader Construction Company, Inc.
General Contractors
3021 S. E. 52nd Avenue
Portland 6, Oregon

Gentlemen:

The special provisions for your Contract No. 5424 for the construction of bridges over the Grande Ronde River on the Old Oregon Trail Highway immediately west of La Grande state that workdays shall not be charged when the job is shut down because of strikes. Your jobs under this contract were actually picketed on May 28, and from that date to this, no workday count has been charged against the contract. Your request, by letter of May 29, a revision of the workday count from May 11 to date. I have asked our resident engineer to prepare the necessary forms for a revision in the workday count from May 11 to May 26, inclusive, on the basis that the threat of a strike did not permit you to obtain the required efficiency for a chargeable workday.

You will receive notice of the revision in workday count in the very near future.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. G. S. Paxson ✓
Mr. A. F. Parson
Mr. Lyle Peterson

RECEIVED
JUN 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

SCHRADER CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
3621 S. E. 52ND AVENUE PORTLAND 6, OREGON
BELMONT 5-7229 PROSPECT 1-8722

May 29, 1959

PLEASE RETURN TO
G. S. PAXSON

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Re: CONTRACT NO. 5424 - GRANDE RONDE RIVER BRIDGES

Gentlemen:

The Portland Local of Pile Drivers, United Brotherhood of Carpenters, have been picketing bridge work held by Associated General Contractor members since May 6th, 1959. Under our subject contract, we have been unable to do any pile driving because of this strike condition. We did attempt to excavate where possible and were picketed by this local on May 27th, 1959, thereby shutting down all operations.

It is requested that in accordance with our contract, the workday charges be revised to allow extension of time from May 11th, 1959, which is the date our pile driving equipment was on the job site, this extension to cover the total number of days lost between May 11th, and the date on which operations on this contract are resumed.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By

R. A. Schrader

RAS:pls

cc Mr. Lyle Peterson
Resident Bridge Engineer
LaGrande, Oregon

RECEIVED
JUN 1 1959

A

RECEIVED
JUN - 5 1959
FOR FILING

I-80N-6(11)257

5424

June 4, 1959

Schrader Construction Company, Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Attention: R. A. Schrader

Dear Sir:

This is to acknowledge your letter of May 29, received by us on June 1, requesting that work-day charges be revised on your contract 5424 for construction of the Grande Ronde River bridges to make allowance for the number of days lost between May 11 and a future date because of picketing which shut down your operations.

Your letter is being referred to the State Highway Engineer for such investigation and action as may be proper.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FORREST QUERY, SECRETARY
SALEM

RECEIVED
JUN 8 1959
FOR FILING

I-80N-6(11)257
5424

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1959

Paxson

Schrader Construction Company, Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Attention: R. A. Schrader

Dear Sir:

This is to acknowledge your letter of May 29, received by us on June 1, requesting that work-day charges be revised on your contract 5424 for construction of the Grande Ronde River bridges to make allowance for the number of days lost between May 11 and a future date because of picketing which shut down your operations.

Your letter is being referred to the State Highway Engineer for such investigation and action as may be proper.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams

Original to Merchant.
"I believe all our contracts allow free time when tied up by strikes. Suggest you make sure Peterson does not charge work time while strike is on."
ASP

[illegible]
[illegible]
[illegible]

[illegible] PROSPECT 1-4792

May 29, 1959

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Re: CONTRACT NO. 5424 - GRANDE RONDE RIVER BRIDGES

Gentlemen:

The Portland Local of Pile Drivers, United Brotherhood of Carpenters, have been picketing bridge work held by Associated General Contractor members since May 6th, 1959. Under our subject contract, we have been unable to do any pile driving because of this strike condition. We did attempt to excavate where possible and were picketed by this local on May 27th, 1959, thereby shutting down all operations.

It is requested that in accordance with our contract, the workday charges be revised to allow extension of time from May 11th, 1959, which is the date our pile driving equipment was on the job site, this extension to cover the total number of days lost between May 11th, and the date on which operations on this contract are resumed.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By R A Schrader
R. A. Schrader

RAS:pls

cc Mr. Lyle Peterson
Resident Bridge Engineer
LaGrande, Oregon

RECEIVED
J[illegible] 1 1959

RECEIVED
MAY 21 1959
FOR FILING

[illegible]

5424

May 20, 1959

Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Attention: Mr. R. A. Schrader

Gentlemen:

This is in reply to your letter of May 18 requesting that a 20 mile-per-hour speed zone be established on the highway in the vicinity of Contract No. 5424 for construction of Grande Ronde bridges on the Old Oregon Trail Highway.

We note that a carbon copy of the letter has been sent to Mr. Peterson, Resident Bridge Engineer, and it may be that an investigation is underway on your request at this time. However, we are referring your letter to the State Highway Engineer for such investigation and action as may be proper.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:me
cc: Mr. W. C. Williams

FORM E-129-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 20, 1959

REFERRED TO
Paxson
By State Highway Engineer

Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Attention: Mr. R. A. Schrader

PLEASE RETURN TO
G. S PAXSON

Gentlemen:

This is in reply to your letter of May 18 requesting that a 20 mile-per-hour speed zone be established on the highway in the vicinity of Contract No. 5424 for construction of Grande Ronde bridges on the Old Oregon Trail Highway.

We note that a carbon copy of the letter has been sent to Mr. Peterson, Resident Bridge Engineer, and it may be that an investigation is underway on your request at this time. However, we are referring your letter to the State Highway Engineer for such investigation and action as may be proper.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms
cc: Mr. W. C. Williams ✓

TRAFFIC ENGINEERING
RECEIVED
MAY 21 1959
NOTED S O ☐ ☐ ☐
TE ATE TCE PSE TOE

RECEIVED
MAY 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

SCHRADER CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
3621 S. E. 52ND AVENUE PORTLAND 6, OREGON
BELMONT 5-7229 PROSPECT 1-8722

May 18, 1959

PLEASE RETURN TO
[illegible] S PAYSON

Oregon State Highway Commission
Salem, Oregon

Attention; Mr. Floyd Query

Re: CONTRACT #5424 - Grande Ronde Bridges

Gentlemen:

We are experiencing difficulty with fast traffic in the vicinity of bent #6, Bridge No. 8430, east and west. All safety precautions are being taken, including signs and flagmen. The State Industrial Accident Commission and your resident have witnessed the speed with which the public travels this area.

We consider this to be very hazardous both to our personnel and yours, and are requesting that you establish a 20 mile zone through this area during the construction of these bridges.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By R A Schrader
R. A. Schrader

RAS:pls
cc Mr. Peterson,
Resident Bridge Engineer
LaGrande, Oregon

TRAFFIC ENGINEERING
RECEIVED
MAY 21 1959
NOTED -- ☑ TE ☐ ATE ☐ TCE ☐ PSE ☐ TOE

Contract 5424

RECEIVED 1959 FOR FILING

Monthly Transaction No. 4-104	Fo -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Union**
Project Report No. 1/8 (11)257	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-6(11)257**

5424

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Grande Ronde River & U.P.R.R. O'xing structures on La Grand connection U.S. 30**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	5-16-58	----
Rights-of-Way		
Construction	2-13-59	0.113
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 800,992	$739,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By **Forrest Cooper**

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By /S/ **C. G. Polk**
Division Engineer

Date executed by Division Engineer **April 23, 1959**

USComm-DC 11169

April 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Perry-Oro Dell Section (Structures), Project No. I-80N-6(11)257.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

April 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Perry-Oro Dell Section, Project No. I-80N-6(11)257.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(11)257

PERRY-ORO DELL SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 3, 1959

Type Code P. E.

Preliminary Engineering	All Required		$9,000.00

Type Code X321
Grande Ronde River Bridge (West Bound Sta. 953+00 to Sta. 958+96)(Contract No. 5424)

Shoring and Cribbing	All Required		$12,000.00
Structural Excavation	1,100 cu. yds.	$5.00	5,500.00
Excavation Below Elevation Shown	50 cu. yds.	20.00	1,000.00
Transport Piling to Structure Site	All Required		500.00
Drive Steel Piles	18 only	100.00	1,800.00
Splice Steel Piles	31 only	100.00	3,100.00
Class "A" Concrete	All Required		159,180.00
Metal Reinforcement	All Required		83,536.00
8-inch Metal Drain Pipe	175 lin. ft.	5.00	875.00
Steel Piling * (State Furnished	1,020 lin. ft.	4.00	4,080.00
			$271,571.00

Type Code X321
Grande Ronde River Bridge (Eastbound Sta. 954+80 to Sta. 960+11)(Contract No. 5424)

Shoring and Cribbing	All Required		$12,000.00
Structural Excavation	1,000 cu. yds.	$5.00	5,000.00
Excavation Below Elevation Shown	50 cu. yds.	20.00	1,000.00
Transport Piling to Structure Site	All Required		500.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	13 only	100.00	1,300.00
Class "A" Concrete	All Required		121,450.00
Metal Reinforcement	All Required		61,612.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
Steel Piling * (State Furnished)	600 lin. ft.	4.00	2,400.00
			$206,782.00

Type Code X721
Grande Ronde River Bridge (Sta. 968+62 Eastbound)(Contract No. 5424)

Shoring and Cribbing	All Required		$15,000.00
Structural Excavation	850 cu. yds.	$12.00	10,200.00

Excavation Below Elevation Shown	50 cu. yds.	$20.00	$1,000.00
Transport Piling to Structure Site	All Required		500.00
Drive Steel Piles	34 only	100.00	3,400.00
Splice Steel Piles	43 only	100.00	4,300.00
Class "A" Concrete	All Required		105,700.00
Metal Reinforcement	All Required		49,900.00
Seal Concrete	175 cu. yds.	60.00	10,500.00
Steel Piling * (State Furnished)	2,115 lin. ft.	4.00	8,460.00
			$208,960.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by OWRR & N Co. (UPRR)	All Required		32,180.00
	Subtotal		$719,993.00
	10% Engr. & Cont.		71,999.30
	Total		$791,992.30

* The steel piling was purchased from contractor under Project No. I-80N-6(11)255, Contract No. 5228, as concrete footing were substituted for steel piles under Bridge at Station 644+30. Price used is contract bid prices. Necessary cost transfers are being made to this project.

Length of 3 Structures - 0.113 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,000.00	$ 1,000.00
Structures	791,992.30	731,000.00	60,992.30
	$800,992.30	$739,000.00	$61,992.30

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

PERRY-ORO DELL SECTION (STRUCTURES)

Project No. I-80N-6(11)257

Estimated costs of work to be done by the OWRR&N Co. (UPRR Co.)

Move communication lines	$ 4,480.00
Move signal lines	28,700.00
Salvage Credit	1,000.00 cr.
	$32,180.00
Use	$32,180.00

Federal Aid
Project No. I-80N-6(11)257

Oregon State Highway Department

PERRY-ORO DELL SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 9, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 9,000.00

Type Code X321
Grande Ronde River Bridge (Westbound Sta. 953+00 to Sta. 958+96)

Shoring and Cribbing	All	Required	$	$ 8,000.00
Structural Excavation	1,100	cu. yds.	8.00	8,800.00
Excavation Below Elevation Shown	50	cu. yds.	10.00	500.00
Furnish Steel Piling (10 BP 42)	1,020	lin. ft.	5.00	5,100.00
Drive Steel Piles	18	only	60.00	1,080.00
Splice Steel Piles	4	only	40.00	160.00
Class "A" Concrete	All	Required		159,180.00
Metal Reinforcement	All	Required		82,212.00
8-inch Metal Drain Pipe	175	lin. ft.	4.00	700.00
				$265,732.00

Type Code X321
Grande Ronde River Bridge (Eastbound Sta. 954+80 to Sta. 960+11)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	1,000	cu. yds.	9.00	9,000.00
Excavation Below Elevation Shown	50	cu. yds.	10.00	500.00
Furnish Steel Piling (10 BP 42)	600	lin. ft.	5.00	3,000.00
Drive Steel Piles	12	only	70.00	840.00
Splice Steel Piles	3	only	40.00	120.00
Class "A" Concrete	All	Required		121,450.00
Metal Reinforcement	All	Required		61,854.00
8-inch Metal Drain Pipe	80	lin. ft.	4.00	320.00
				$206,084.00

Type Code X721
Grande Ronde River Bridge (Sta. 968+62 Eastbound)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	900	cu. yds.	9.00	8,100.00
Excavation Below Elevation Shown	50	cu. yds.	10.00	500.00
Furnish Steel Piling (12 BP 53)	1,605	lin. ft.	6.00	9,630.00
Drive Steel Piles	26	only	60.00	1,560.00
Splice Steel Piles	5	only	40.00	200.00
Class "A" Concrete	All	Required		105,700.00
Metal Reinforcement	All	Required		50,050.00
Seal Concrete	175	cu. yds.	35.00	6,125.00
				$190,865.00

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
Work by O.W.R.R. & N. Co. (U.P.R.R.)	All Required	32,180.00
	Subtotal	$695,361.00
	10% Engr. & Cont.	69,536.10
	Total	$764,897.10

Length of 3 Structures 0.113 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,000.00	$ 1,000.00
Structures	764,897.10	706,000.00	58,897.10
	$773,897.10	$714,000.00	$59,897.10

PERRY-ORO DELL SECTION (STRUCTURES)

Project No. I-80N-6(11)257

Estimated costs of work to be done by the O.W.R.R. & N. Co. (U.P.R.R. Co.).

Move Communication Lines	$ 4,480.00	
Move Signal Lines	28,700.00	
Salvage Credit	1,000.00	Cr.
	$32,180.00	
USE	$32,180.00	

Federal Aid
Oregon State Highway Department Project No. I-80N-6(11)257

PERRY-ORO DELL SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 25, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 9,000.00

Type Code X321
Grande Ronde River Bridge (Westbound Sta. 953+00 to Sta. 958+96)

Shoring and Cribbing	All	Required	$	$ 8,000.00
Structural Excavation	1,100	cu.yds.	8.00	8,800.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Transport Piling to Structure Site	All	Required		150.00
Drive Steel Piles	18	only	60.00	1,080.00
Splice Steel Piles	31	only	15.00	465.00
Class "A" Concrete	All	Required		159,180.00
Metal Reinforcement	All	Required		82,212.00
8-inch Metal Drain Pipe	175	lin.ft.	4.00	700.00
Steel Piling* (State-Furnished)	1,020	lin.ft.	4.00	4,080.00
				$265,167.00

Type Code X321
Grande Ronde River Bridge (Eastbound Sta. 954+80 to Sta. 960+11)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	1,000	cu.yds.	9.00	9,000.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Transport Piling to Structure Site	All	Required		90.00
Drive Steel Piles	12	only	70.00	840.00
Splice Steel Piles	13	only	15.00	195.00
Class "A" Concrete	All	Required		121,450.00
Metal Reinforcement	All	Required		61,854.00
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
Steel Piling* (State-Furnished)	600	lin.ft.	4.00	2,400.00
				$205,649.00

Type Code X721
Grande Ronde River Bridge (Sta. 968+62 Eastbound)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	900	cu.yds.	9.00	8,100.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Transport Piling to Structure Site	All	Required		320.00
Drive Steel Piles	34	only	60.00	2,040.00
Splice Steel Piles	43	only	15.00	645.00
Class "A" Concrete	All	Required		105,700.00
Metal Reinforcement	All	Required		50,050.00
Seal Concrete	175	cu.yds.	35.00	6,125.00
Steel Piling* (State-Furnished)	2,115	lin.ft.	4.00	8,460.00
				$190,940.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Work by O.W.R.R. & N. Co. (U.P.R.R.)	All	Required		32,180.00

Subtotal	$694,436.00
10% Engr. & Cont.	69,443.60
Total	$763,879.60

* The steel piling was purchased from contractor under Project No. I-80N-6(11)255, Contract No. 5228, as concrete footing were substituted for steel piles under bridge at Station 644+30. Price used is contract bid prices. Necessary cost transfers are being made to this project.

Length of 3 Structures - - - - - - - 0.113 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,000.00	$ 1,000.00
Structures	763,879.60	705,000.00	58,879.60
	$772,879.60	$713,000.00	$59,879.60

PERRY-ORO DELL SECTION (STRUCTURES)

PROJECT NO. I-80N-6(11)257

Estimated costs of work to be done by the O.W.R.R. & N. Co. (U.P.R.R. Co.).

Move Communication Lines	$ 4,480.00	
Move Signal Lines	28,700.00	
Salvage Credit	1,000.00	Cr.
	$32,180.00	
Use	$32,180.00	

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(11)257

PERRY-ORO DELL SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 2, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 9,000.00

Type Code X321
Grande Ronde River Bridge (West Bound - Sta. 953+00 to Sta. 958+96)

Shoring and Cribbing	All	Required	$	$ 8,000.00
Structural Excavation	1,100	Cu. Yds.	8.00	8,800.00
Excavation Below Elevation Shown	50	Cu. Yds.	10.00	500.00
Transfer Piling to Structure Site	All	Required		150.00
Drive Steel Piles	18	Only	60.00	1,080.00
Splice Steel Piles	31	Only	15.00	465.00
Class "A" Concrete	All	Required		159,180.00
Metal Reinforcement	All	Required		82,212.00
8-Inch Metal Drain Pipe	175	Lin. Ft.	4.00	700.00
Steel Piling * (State Furnished)	1,020	Lin. Ft.	4.00	4,080.00
				$265,167.00

Type Code X321
Grande Ronde River Bridge (East Bound - Sta. 954+00 to Sta. 960+11)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	1,000	Cu. Yds.	9.00	9,000.00
Excavation Below Elevation Shown	50	Cu. Yds.	10.00	500.00
Transport Piling to Structure Site	All	Required		90.00
Drive Steel Piles	12	Only	70.00	840.00
Splice Steel Piles	13	Only	15.00	195.00
Class "A" Concrete	All	Required		121,450.00
Metal Reinforcement	All	Required		61,854.00
8-Inch Metal Drain Pipe	80	Lin. Ft.	4.00	320.00
Steel Piling * (State Furnished)	600	Lin. Ft.	4.00	2,400.00
				$205,649.00

Type Code X721

Grande Ronde River Bridge (Sta. 969+62 Eastbound)

Shoring and Cribbing	All	Required	$	$ 9,000.00
Structural Excavation	850	Cu. Yds.	9.00	7,650.00
Excavation Below Elevation Shown	50	Cu. Yds.	10.00	500.00
Transport Piling to Structure Site	All	Required		320.00
Drive Steel Piles	34	Only	60.00	2,040.00
Splice Steel Piles	43	Only	15.00	645.00
Class "A" Concrete	All	Required		105,700.00
Metal Reinforcement	All	Required		50,050.00
Seal Concrete	175	Cu. Yds.	35.00	6,125.00
Steel Piling * (State Furnished)	2,115	Lin. Ft.	4.00	8,460.00
				$190,490.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Work by O.W.R.R. & N. Co. (U.P.R.R.)	All	Required		32,180.00
		Subtotal		$693,986.00
		10% Engr. & Cont.		69,398.60
		Total		$763,384.60

* The steel piling was purchased from contractor under Project No. I-80N-6(11)255, contract no. 5228, as concrete footings were substituted for steel piles under Bridge at Station 644+30. Price used is contract bid price. Necessary cost transfers are being made to this project.

Length of 3 Structures ————— 0.113 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,000.00	$ 1,000.00
Structures	763,384.60	705,000.00	58,384.60
	$772,384.60	$713,000.00	$59,384.60

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APR 17 1959
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FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I 80N-6(11)257

3424

April 17, 1959

Schrader Construction Co., Inc.
3621 S. E. 52nd Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5424, awarded April 1, 1959, for Grande Ronde River Bridges on the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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APR 7 - 1959
FOR FILING

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5424

April 1, 1959

Schrader Construction Company, Inc.
3621 S. E. 52nd Avenue
Portland 6, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your proposal for the construction of the combination Grande Ronde River Bridges and UPRR Overcrossings on the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County for the sum of $672,373.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5424.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.

Daily Journal of Commerce

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 1, 1959

Schrader Construction Co., Inc.
3621 S. E. 52nd Avenue
Portland, Oregon

Contract for Combination Grande Ronde River Bridges and UPRR Overcrossings on Perry-Ore Dell Section, Old Oregon Trail Highway, Union County, for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

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T [illegible] 257
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
[illegible]

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 1, 1959

File: D 315 - 2 - 77

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Grande Ronde River Bridges Nos. 8430 and 8431

The following is an estimate of the Railroad's work that will be required in connection with the project:

1. Temporarily remove and restore communication and signal lines.	$10,780.
2. Install inner guard rails at each structure, total 460 feet.	3,020.
3. Engineering, Inspection, Watchman and Flagman Service.	18,560.
Estimated Total Cost	32,360.
Less Credit for Estimated Salvage	2,100.
Net Estimated Cost	$30,260.

The estimate for inspection and watchman service was based upon requiring these services over a 9-months period, and was predicated upon the 320 working days allotted the Contractor.

It is thought the communication and signal lines are out of the way of construction at Bridge 8430. I would appreciate knowing when you anticipate the work on Bridge 8431 will be started.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
I-80N-6(11)257

5424 When replying, refer to
08-35.4-0

April 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project I-80N-6(11)257, Perry-Oro Dell Section (Structures), Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 5424 to Schrader Construction Co., Inc. of Portland, Oregon, low bidder in the amount of $672,373.00 at the March 3, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

R

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FOR FILING
I-80N-6(11)257

34-4

When replying, refer to
08-35.6

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan Merchant

Re: Project I-80N-6(11)257
Bridge No. 8430 & 8431
Perry-Oro Dell Section

Dear Sir:

As requested in your letter of this date, the use of State owned material for the steel bearing piling on this project is approved.

In order to document the reasons for the use of this State-owned material, the following information which has been discussed verbally with you is included in this letter.

The Grand Ronde River Bridge, No. 8429, Project I-80N-6(10)255, now under construction by the Tom Lillebo Construction Company, called for the use of 3900' of 10" X 42# steel bearing piles. The bid price for furnishing these piling was $4.00 per foot which is about 10% below the average low-bid prices over the past 2 year period. As it turned out during construction the rock line in the area of the pile footings was found to be at about the elevation of the footings rather than some 15 to 20' lower as had been indicated by the seismographic foundation investigation made prior to design. By this time the piling had been purchased by the contractor and were stored at the bridge site. Under the terms of the contract the State was obligated to take over and pay the contractor for the 3900' of piling. The two structures under the presently proposed project are located less than one mile from the storage site of these piling and will require about 3700' of steel piling. Under the circumstances it is desirable that the State-owned piling be used on the proposed project. The alternative would be for the State to use the piling on some non-federal-aid project which would involve considerable hauling expense and inconvenience to the State.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to Merchant
Copies to
Mr. Probert
Mr. [illegible]

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FOR

I 80N-6(11)257

5424

59 FAI 585,000

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 662,681.00
Anticipated Additional Items:		
Flagging (Lake Shore)	500.00	
UPRR Engr. + Flagging	10,000.00	10500.00
		$ 673,181.00
Engr. & Cont. (12½%)		84,147.63
Estimated Net Authorization, Constr.		$ 757,328.63

NOTED

[illegible]

Bridge No 8430 (West Bound)

All	Shoring & Cribbing	Lump Sum	[illegible]
1100 Cu.yds.	Struct. Excav.	8.00	[illegible]
50 Cu.yds.	Excav. below Elev. Shown	10.00	[illegible]
1020 Lin Ft	Furnish 10BP42 Steel Piling	5.00	[illegible]
12 only	Drive Steel Piles	60.00	[illegible]
4 only	Splice Steel Piles	40.00	[illegible]
All (2274 Cu.yds) 70.00	Class "A" Concrete	Lump Sum	159,[illegible]
All (632,400 Lbs) 13¢	Metal Reinforcement	Lump Sum	[illegible]
175 Lin. Ft.	8-inch Metal Drain Pipe	4.00	[illegible]

Bridge No 8430 (East Bound)

All	Shoring & Cribbing	Lump Sum	[illegible]
1000 Cu yds	Struct. Excav.	9.00	[illegible]
50 Cu yds	Excav. below. Elev. Shown	10.00	[illegible]
600 Lin Ft.	Furnish 10BP42 Steel Piling	5.00	[illegible]
12 only	Drive Steel Piles	70.00	[illegible]
3 only	Splice Steel Piles	40.00	[illegible]
All 70.00 (1736 Cu yds)	Class "A" Concrete	Lump Sum	121,[illegible]
All (475,800 Lbs)	Metal Reinforcement	Lump Sum	61,[illegible]
80 Lin Ft	8-inch Metal Drain Pipe	4.00	[illegible]

Bridge No. 8431

19.	All	Shoring & Cribbing	lump sum	9000
20.	900 Cu.yds.	Struct. Excav.	9.00	8,10
21.	50 Cu.yds.	Excav. below. Elev. Shown	10.00	5
22.	1605 Lin.Ft.	Furnish 12BP53 Steel Piling	6.00	9,
23.	26 only.	Drive Steel Piles	60.00	1,56
24	5 only	Splice Steel Piles	40.00	2
[illegible]	All (1510 cu.yds) 70.00	Class "A". Concrete	Lump Sum	10
[illegible]	All (385,000 Lbs) 134	Metal Reinforcement	Lump Sum	5
[illegible]	175 Cu.yds.	Seal Concrete	35.00	61
				662
				[illegible]
				673
			12½%	84
				75

Flagging 500.00
UPRR Engr. + Flagging 10,000.00

I-80N-6 3 Glover-Perry Structures 1959
(16)250 on Old Ore. Tr. Hwy.
#5425

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JAN 15 1963

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477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 10, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

08-35.5

Oregon Project I-80N-6(16)250
Glover-Perry Section (Structures)
Voucher No. 12 - Final
Net amount claimed - $50,477.00

The subject voucher has been approved in the reduced amount of $49,969.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Item Nos., 1 and 2:

Total amount of deductions	$550.21
Federal aid pro-rata	92.37%
Net deduction in even dollars	$508.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachments

original To Young
with attachment
1-15-63

NOTED
LLOYD P. SHAW

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MAY 5 1961

FOR FILING

I-80N-6(16)250

5425

May 4, 1961

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

This is to acknowledge your letter of May 3 concerning the status of the Bechtel Bros. Contract No. 5425 for the three Glover-Perry Structures on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This project was completed January 30, 1961 and accepted by the State Highway Commission March 10, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 15th AVE
PORTLAND 10, OREGON

May 3, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: Completion Status - Contract 5425 ✓
Three Glover-Perry Structures
Union County

Gentlemen:

This company has furnished material and labor for Bechtel Bros., La Grande, Oregon, for the subject job. We would appreciate your help in letting us know the completion status of this project. If this job has been accepted, please give us the completion and acceptance date.

If this job has not yet been completed, please give us your estimated time of completion.

Sincerely,

Richard D. Hall

RICHARD D. HALL

RDH:R

Cec, please reply [illegible]

RECEIVED
MAY 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

RECEIVED
APR 26 1961
FOR FILING

[illegible] (10).5

5425

April 25, 1961

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5425 for the Three Glover-Perry Structures on the Glover-Perry Section of the Old Oregon Trail in Union County was completed by the contractor, Bechtel Brothers, on January 30, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $24,163.98 will be released to the contractor on or after May 5, 1961. The total contract amount is $243,428.93, of which amount $1,414.75 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Bechtel Brothers
2107 Depot Street
LaGrande
Oregon

RECEIVED
FEB 7 1961
FOR FILING

Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-6(16)250
5425

February 6, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Bechtel Brothers Construction Company completed work on the Glover-Perry Section Structures on the Old Oregon Trail Highway in Union County, Contract #5425, FAP No. I-80N-6(16)250, on January 30, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD

A

RECEIVED
JUL - [illegible] 1960
FOR FILING

I-80N-6(16)250

5425

July 6, 1960

Seth Leavens Agency
General Insurance
500 Jackson Tower
Portland 5, Oregon

Attention: Mr. Winston C. Leavens

Gentlemen:

This is to acknowledge receipt of your letter of July 5 concerning the status of Bechtel Brothers Contract No. 5425 for three structures on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

The amount of $54,250.05 earned credit as of January 1, 1960 is correct.

Our Bridge Division informs us that the contractor's work in connection with this project is satisfactory.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Get My Figures - Then - Use Your Own Judgment

Strong Companies
Prompt Settlements
Low Cost

SETH LEAVENS AGENCY
General Insurance

Save with Seth

Office: • CApitol 2-1071
Residence
Seth Leavens - - ALpine 4-3890
Winston Leavens - - CY 2-2840
500 Jackson Tower
PORTLAND 5, OREGON

July 5, 1960

State of Oregon
Highway Department
Salem, Oregon

Re: Bechtel Bros. ✓

Gentlemen:

We are anxious to check out a financial statement ✓ for the above captioned who have reported that they have an earned credit of $54,250.05 as of January 1, 1960. Will you please confirm this amount. This work was on the Perry-Glover Bridges.

Also, would you give us any comments you might ✓ have concerning their work for you.

We would appreciate this information at your earliest convenience.

Sincerely,

Winston C. Leavens
WINSTON C. LEAVENS

54,250.05 OK

WCL/ls

RECEIVED
JUL 6 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

A

RECEIVED
MAR 10 1960
FOR FILING
I-80N-6(16)250
5425

Salem, Oregon
March 3, 1960

C
O
P
Y

Mr. Forrest Cooper

Bridge contracts on Perry-
Oro Dell Section, Old Oregon
Trail Highway, Union County

Under date of February 2, you asked me to give a detail of the various bridge contracts in the Perry-Oro Dell Section.

I-82-6(10)255
5228

There are two bridge contracts in this section. The first contract covers two bridges - Bridge No. 8428 at Station 856+40 which is just above Perry and Bridge No. 8429 at Station 944+30 about 3/8 mile west of Oro Dell. This contract was let to Tom Lillibo. Bids were opened on June 17, 1958 and the contract was awarded on June 19, 1958, allowing 240 days for construction, which is approximately 12 months.

It was specified that the southbound structure on Bridge 8429 be completed as soon as possible to permit completion of the approach fills by the roadway contractor and the routing of traffic over the structure. It was further specified that the ends of all structures be completed to such an extent that the approach fills could be placed on or before December 31, 1958.

Work started on the upper bridge, No. 8428, on July 17, 1958. None days later a strike was called halting construction until August 18, 1958. The structure was ready for construction of the embankment on October 27, 1958. There was another strike during the summer of 1959 which halted all work on the job for about a month. All concreting was completed on September 11, 1959 and the site was cleaned up and made available to the grading contractor on October 31, 1959.

On the lower bridge, No. 8429, work was started on August 26, 1958, was held up by the strike during the summer of 1959, all concrete was in place November 18, 1959, and the site was cleaned up January 29, 1960. Both of these structures are complete with the exception of a minor amount of surface finish which will be done as soon as weather permits.

The second contract includes a twin bridge over the river and Union Pacific's tracks and a single bridge also over the river and the

Union Pacific's tracks at Oro Dell.

The first vicinity maps were not complete and were received on January 1, 1958. Preliminary layouts were submitted to the Railroad on March 19, 1958. The Railroad interposedevery possible objection to the entire project and we made revision after revision in the layouts in an attempt to satisfy them. It was not until November 21, 1958 that we reached agreement with them. We obtained a permit of entry to allow the work to proceed and have not as yet received the formal agreement. Bids were taken as soon as the designs could be completed, which was on March 3, 1959, and the contract was awarded on April 1, 1959.

The plan at that time called for as early completion as possible on the eastbound structure of the twin bridges so that traffic could be routed over it and over the existing Oro Dell Bridge to allow completion of the grading on the westbound lane. We placed a time limit of 140 work days on the eastbound structure.

All of these structures are major bridges involving foundations in the river and work over the railroad tracks. On the westbound structure and on the single structure farther downstream, a work-day count of 320 days was allowed. I do not believe that this is an excessive time for work of this magniture although by paying a premium we might have cut a few months off of the time. A shorter time, however, would meant the supplying by the contractor of complete sets of falsework and forms for all three structures.

Work started on the eastbound structure on April 13, 1959; was shut down for a month in May and June of 1959. This eastbound structure is now 93.6 percent complete and should be ready for construction traffic by March 10, 1960. Work on the westbound structure started on April 13, 1959, was closed by the strike in the summer of 1959 and is now approximately 22 percent complete. It should be finished by fall of 1960 and we may perhaps be able to get the end spans completed and the grade cleaned up so that embankment can be placed a little earlier that the final completion date.

On the single bridge paralleling the existing Oro Dell structure, work atarted April 14, 1959, was closed down by the strike for approximately a month and has been continuing since that time. The structure is 67 percent complete and should be ready for construction and highway traffic about the last of May.

G. S. Paxson

GSP:gm
cc Mr. Tom Edwards
Mr. Ivan D. Merchant

RECEIVED
FEB - 2 1960
FOR FILING
[illegible]
~~5141~~ 5425

Salem, Oregon
February 2, 1960

Perry-Oro Dell Section
Highway 80N
Union County

Mr. Tom Edwards
Construction Engineer
OFFICE

See orig. in contract #5141

Comes now J. C. Compton, who is the subcontractor handling the surfacing and paving on the Perry-Oro Dell Section of Highway 80N in Union County. Mr. Compton explained that, while he was only a subcontractor on the job, he was also representing Durbin Bros.

The Durbin-Compton problem has to do with the long delays occasioned by the fact that certain bridges, which were necessary before the grading and paving contract could be completed, were not finished and, in fact, are not finished yet. Two things are at issue: (1) Working out a schedule for completing the grading and paving, and (2) compensating the contractor for delays occasioned by the failure to construct the bridges.

I am, by a copy of this letter, asking Mr. Paxson to give us a chronology of the various bridge contracts involved; principally, when they were let, status at the moment, and when they will be completed. From this, it will be possible to work out a working schedule for the grading and paving. Mr. Compton stated that they had been told that it would not be possible to finish the bridges and to complete the grading and paving during the 1960 season. This, of course, will have to be determined.

The second phase of this matter will be to start assembling data with the idea of working out some equitable adjustment with the contractor. Will you please take appropriate action.

I am assuming that you will contact Durbin Bros. and Mr. Compton. Please keep me posted.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. W. C. Williams
Mr. G. S. Paxson

5425 10-21-59 1

RECEIVED
OCT 21 1959
FOR FILING

Monthly Transaction No. 10-43	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Union**
Project Report No. 9(1)250	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-6(16)250**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5425

Project termini

Hilgard Interchange-Perry Section (structures)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	1-9-58	---
Rights-of-Way		
Construction	2-13-59	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 748,401.00	Federal funds $ 691,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 21, 1959**

USComm-DC 40257

October 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Glover-Perry Section (Structures), Project No. I-80N-6(16)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.5

October 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attached are two copies of a proposed project agreement for the following project:

I-80N-6(16)250 Hilgard Interchange-Perry Section (structures)

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Encl.

NOTED
FORREST COOPER

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

October 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Glover-Perry Section (Structures), Project No. 1-80N-6(16)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(16)250

[illegible]-PERRY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 2, 1959

Type Code P. E.

Preliminary Engineering	All Required	$ 15,000.00

Type Code X721
Upper Perry Undercrossing (Sta. 812+40)(Contract No. 5425)

Structural Excavation	160 cu. yds.	$ 8.00	$ 1,280.00
Furnish Steel Piling	140 lin. ft.	6.00	840.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		22,304.00
Metal Reinforcement	All Required		10,939.50
8-inch Metal Drain Pipe	85 lin. ft.	6.00	510.00
Concrete Slab Riprap	190 sq. yds.	10.00	1,900.00
			$ 38,173.50

Type Code X721
Hilgard Interchange Undercrossing (Sta. 6[illegible]4+48.21)(Contract No. 5425)

Structural Excavation	970 cu. yds.	$ 5.00	$ 4,850.00
Furnish Steel Piling	1,215 lin. ft.	6.00	7,290.00
Drive Steel Piles	27 only	100.00	2,700.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete	All Required		72,050.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin. ft.	6.00	300.00
Concrete Slab Riprap	310 sq. yds.	10.00	3,100.00
			$132,585.00

Type Code X020
Five Point Creek Bridge (Sta. 6[illegible]4+72 to Sta. 655+82)(Contract No. 5425)

Structural Excavation	700 cu. yds.	$ 7.00	$ 4,900.00
Class "A" Concrete	All Required		45,850.00
Metal Reinforcement	All Required		22,945.00
8-inch Metal Drain Pipe	30 lin. ft.	6.00	180.00
			$ 73,875.00

Type Code X021
Grande Ronde River Bridge (Sta. 797+42.20 to Sta. 803+00)(Contract No. 5536)

Shoring, Cribbing, etc.	All Required		$ 46,000.00
Structural Excavation	2,450 cu. yds.	$ 7.00	17,150.00
Structural Excavation Below Elevation Shown	90 cu. yds.	10.00	900.00
Furnish 10" BP 42# Steel Piling	290 lin. ft.	6.00	1,740.00
Drive Steel Piles	7 only	90.00	630.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (4,017 cu. yds.)	All Required		210,000.00
Metal Reinforcement (1,117,500 lbs.)	All Required		145,275.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
			$422,095.00
	Subtotal		$666,728.50
	10% Engr. & Cont.		66,672.85
	Total		$733,401.35

Length of 4 Structures - - - - - - - - - - - 0.126 Mile

SUMMARY OF FUNDS

Description	**Total Cost**	**Federal Funds**	**State Funds**
Preliminary Engineering	$ 15,000.00	$ 13,800.00	$ 1,200.00
Structures	733,401.35	677,200.00	56,201.35
	$748,401.35	$691,000.00	$ 57,401.35

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds For Maint.: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Project
No. I-80N-6(18)250

GLOVER-PERRY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 5, 1959

Type Code P.E.			
Preliminary Engineering	All Required		$15,000.00
Type Code X721 **Upper Perry Undercrossing (Sta. 812+40)**			
Structural Excavation	160 cu.yds.	$ 8.00	$ 1,280.00
Furnish Steel Piling	140 lin.ft.	5.00	700.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		23,450.00
Metal Reinforcement	All Required		11,956.00
8-inch Metal Drain Pipe	85 lin.ft.	4.00	340.00
Concrete Slab Riprap	190 sq.yds.	9.00	1,710.00
			$39,836.00
Type Code X721 **Hilgard Interchange Undercrossing (Sta. 624+48.21)**			
Structural Excavation	970 cu.yds.	$ 7.00	$ 6,790.00
Furnish Steel Piling	1,215 lin.ft.	5.00	6,075.00
Drive Steel Piles	27 only	65.00	1,755.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete	All Required		77,000.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
Concrete Slab Riprap	310 sq.yds.	9.00	2,790.00
			$136,985.00
Type Code X020 **Five Point Creek Bridge (Sta. 654+72 to Sta. 655+82)**			
Structural Excavation	700 cu.yds.	$ 7.00	$ 4,900.00
Class "A" Concrete	All Required		49,000.00
Metal Reinforcement	All Required		23,827.50
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 77,847.50
	Subtotal		$254,668.50
	10% engr. & Cont.		25,466.85
	Total		$280,135.35

Oregon State Highway Department

Federal Aid Project
No. I-80N-6(18)250

GLOVER-PERRY SECTION (STRUCTURES) ON THE OLD

OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 5, 1959

Type Code P.E.

Preliminary Engineering	All Required		$15,000.00

Type Code X721
Upper Perry Undercrossing (Sta. 812+40)

Structural Excavation	160 cu.yds.	$ 8.00	$ 1,280.00
Furnish Steel Piling	140 lin.ft.	5.00	700.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		23,450.00
Metal Reinforcement	All Required		11,956.00
8-inch Metal Drain Pipe	85 lin.ft.	4.00	340.00
Concrete Slab Riprap	190 sq.yds.	9.00	1,710.00
			$39,836.00

Type Code X721
Hilgard Interchange Undercrossing (Sta. 624+48.21)

Structural Excavation	970 cu.yds.	$ 7.00	$ 6,790.00
Furnish Steel Piling	1,215 lin.ft.	5.00	6,075.00
Drive Steel Piles	27 only	65.00	1,755.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete	All Required		77,000.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
Concrete Slab Riprap	310 sq.yds.	9.00	2,790.00
			$136,985.00

Type Code X020
Five Point Creek Bridge (sta. 654+72 to Sta. 655+82)

Structural Excavation	700 cu.yds.	$ 7.00	$ 4,900.00
Class "A" Concrete	All Required		49,000.00
Metal Reinforcement	All Required		23,827.50
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 77,847.50
	Subtotal		$254,668.50
	10% engr. & Cont.		25,466.85
	Total		$280,135.35

Length of Structures . . . . 0.021 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,800.00	$ 1,200.00
Structures	280,135.35	258,200.00	21,935.35
	$295,135.35	$272,000.00	$23,135.35

Oregon State Highway Department

Federal Aid Project
No. I-80N-6(16)250

GLOVER-PERRY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1959

Type Code P.E.

Preliminary Engineering	All Required		$15,000.00

Type Code X721
Upper Perry Undercrossing (Sta. 812+40)

Structural Excavation	160 cu.yds.	$8.00	$ 1,280.00
Furnish Steel Piling	140 lin.ft.	5.00	700.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		22,960.00
Metal Reinforcement	All Required		11,781.00
8-inch Metal Drain Pipe	85 lin.ft.	4.00	340.00
Concrete Slab Riprap	190 sq.yds.	9.00	1,710.00
			$39,171.00

Type Code X721
Hilgard Interchange Undercrossing (Sta. 624+48.21)

Structural Excavation	970 cu.yds.	$7.00	$ 6,790.00
Furnish Steel Piling	1,215 lin.ft.	5.00	6,075.00
Drive Steel Piles	27 only	65.00	1,755.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete	All Required		77,000.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
Concrete Slab Riprap	310 sq.yds.	9.00	2,790.00
			$136,985.00

Type Code X020
Five Point Creek Bridge (Sta. 654+72 to Sta. 655+82)

Structural Excavation	700 cu.yds.	$7.00	$ 4,900.00
Class "A" Concrete	All Required		49,000.00
Metal Reinforcement	All Required		23,827.50
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$77,847.50
	Subtotal		$254,003.50
	10% Engr. & Cont.		25,400.35
	Total		$279,403.85

Length of 3 Structures. . . . . 0.021 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 15,000.00	$ 13,800.00	$ 1,200.00
Structures	279,403.85	258,000.00	21,403.85
	$294,403.85	$271,800.00	$ 22,603.85

Federal Aid
Oregon State Highway Department Project No. I-80N-6(16)250

GLOVER-PERRY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 30, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 15,000.00

Type Code X721
Upper Perry Undercrossing (Sta. 812+40)(Contract No. 5425)

Structural Excavation	160 cu. yds.	$8.00	$ 1,280.00
Furnish Steel Piling	140 lin. ft.	6.00	840.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		22,304.00
Metal Reinforcement	All Required		10,939.50
8-inch Metal Drain Pipe	85 lin. ft.	6.00	510.00
Concrete Slab Riprap	190 sq. yds.	10.00	1,900.00
			$ 38,173.50

Type Code X721
Hilgard Interchange Undercrossing (Sta. 624+48.21)(Contract No. 5425)

Structural Excavation	970 cu. yds.	$5.00	$ 4,850.00
Furnish Steel Piling	1,215 lin. ft.	6.00	7,290.00
Drive Steel Piles	27 only	100.00	2,700.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete	All Required		72,050.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin. ft.	6.00	300.00
Concrete Slab Riprap	310 sq. yds.	10.00	3,100.00
			$132,585.00

Type Code X020
Five Point Creek Bridge (Sta. 654+72 to Sta. 655+82)(Contract No. 5425)

Structural Excavation	700 cu. yds.	$7.00	$ 4,900.00
Class "A" Concrete	All Required		45,850.00
Metal Reinforcement	All Required		22,945.00
8-inch Metal Drain Pipe	30 lin. ft.	6.00	180.00
			$ 73,875.00

Type Code X021
Grande Ronde River Bridge (Sta. 797+42.20 to Sta. 803+00)

Shoring, Cribbing, Etc.	All Required	$	$ 3,000.00
Structural Excavation	1,800 cu. yds.	9.00	16,200.00
Structural Excavation Below Elevation Shown	90 cu. yds.	15.00	1,350.00
Furnish 10" BP 42# Steel Piling	290 lin. ft.	5.50	1,595.00
Drive Steel Piles	7 only	100.00	700.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (3,935 Cu.Yds. at $75.00)	All Required		295,125.00
Metal Reinforcement (1,089,000 Lbs. at $0.13)	All Required		141,570.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
			$459,930.00

Subtotal	$704,563.50
10% Engr. & Cont.	70,456.35
Total	$775,019.85

Length of 4 Structures - - - - - 0.126 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,800.00	$ 1,200.00
Structures	775,019.85	715,200.00	59,819.85
	$790,019.85	$729,000.00	$61,019.85

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(16)250

GLOVER-PERRY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 15,000.00

Type Code X721
Upper Perry Undercrossing (Sta. 812+40)(Contract No. 5425)

Structural Excavation	160 cu. yds.	$ 8.00	$ 1,280.00
Furnish Steel Piling	140 lin. ft.	6.00	840.00
Drive Piles	4 only	100.00	400.00
Class "A" Concrete	All Required		22,304.00
Metal Reinforcement	All Required		10,939.50
8-inch Metal Drain Pipe	85 lin. ft.	6.00	510.00
Concrete Slab Riprap	190 sq. yds.	10.00	1,900.00
			$ 38,173.50

Type Code X721
Hilgard Interchange Undercrossing (Sta. 624+48.21)(Contract No. 5425)

Structural Excavation	970 cu. yds.	$ 5.00	$ 4,850.00
Furnish Steel Piling	1,215 lin. ft.	6.00	7,290.00
Drive Steel Piles	27 only	100.00	2,700.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete	All Required		72,050.00
Metal Reinforcement	All Required		42,055.00
8-inch Metal Drain Pipe	50 lin. ft.	6.00	300.00
Concrete Slab Riprap	310 sq. yds.	10.00	3,100.00
			$132,585.00

Type Code X020
Five Point Creek Bridge (Sta. 654+72 to Sta. 655+82)(Contract No. 5425)

Structural Excavation	700 cu. yds.	$ 7.00	$ 4,900.00
Class "A" Concrete	All Required		45,850.00
Metal Reinforcement	All Required		22,945.00
8-inch Metal Drain Pipe	30 lin. ft.	6.00	180.00
			$ 73,875.00

Type Code X021
Grande Ronde River Bridge (Sta. 797+42.20 to Sta. 803+00)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	2,450 cu. yds.	$ 9.00	22,050.00
Structural Excavation Below Elevation Shown	90 cu. yds.	15.00	1,350.00
Furnish 10" BP 42# Steel Piling	290 lin. ft.	5.50	1,595.00
Drive Steel Piles	7 only	100.00	700.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (4,017 cu. yds. at $75.00)	All Required		301,275.00
Metal Reinforcement (1,117,500 lbs. at $0.13)	All Required		145,275.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
			$477,635.00
	Subtotal		$722,268.50
	10% Engr. & Cont.		72,226.85
		Total	$794,495.35

Length of 4 Structures - - - - - - - - 0.126 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,800.00	$ 1,200.00
Structures	794,495.35	733,200.00	61,295.35
	$809,495.35	$747,000.00	$ 62,495.35

A

RECEIVED
APR 10 1959
FOR FILING
80N-6(16)25
5425

April 9, 1959

Mr. Chas. H. Reynolds
Reynolds Insurance Agency
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

In compliance with your recent request, I am sending you the plan and elevation for Bridges Nos. 8426, 8502, and 8504 on the Glover-Perry Section.

If you need more copies of these plans or other information, kindly call on me.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds

REYNOLDS INSURANCE AGENCY
LA GRANDE, OREGON

Telephone WO 3-3121
Reynolds Building
P. O. Box 898

April 6, 1959

Mr. P. M. Stephenson
Deputy State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Steve:

ref: Bechtel Bros.

This firm was recently awarded the contract for the construction of the three structures between Glover and Perry. They being bridges 8426, 8502 and 8504. Bechtel Bros. have inquired with reference to what we call the All Risk Builder's Policy which covers flood and other exposures relating to construction hazard.

In order for the company to quote a rate they have to have considerable information such as the length of the various spans between peers, description of the bridge, and they have suggested that a simple blueprint of the bridge itself would serve this purpose. Is it possible that we could obtain one copy of each of these bridges which would not entail to much detail? In otherwords, a blueprint that would show the completed structure no doubt would give all of the necessary information. I understand that a complete set of blueprints would ordinarily consist of quite a number of pages.

Any advice or blueprints you could give would be appreciated.

With personal regards, I am,

Sincerely,

Chas.

REFERRED TO

By P. M. STEPHENSON

RECEIVED
APR 7 1959
OREGON
STATE HIGHWAY COMMISSION

R[illegible]D
[illegible]
OFFICE OF
[illegible]

A

FORM E-123 5M 10-58

RECEIVED
MAR 30 1959
FOR FILING

I-80N-6(16)250

5425

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mar. 27, 1959

Bechtel Brothers
2107 Depot St.
LaGrande, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5425, awarded on Mar. 5, 1959, for three Glover-Perry structures on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
MAR - 6 1959
FOR FILING

T EUF 6(5) 250

5425

March 5, 1959

Bechtel Bros.
P.O. Box 792
La Grande, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5425 for construction of three Glover-Perry structures on the Old Oregon Trail Highway in Union County.

This award was based on your bid of $244,633.50, which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ms

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

A

RECEIVED
MAR 10 1959
FOR FILING

When replying, refer to:
I-80N-6(16)250 08-35.4-0

5425

408 State Highway Bldg.
Salem, Oregon

March 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5425 for Oregon Project I-80N-6(16)250, Glover-Perry Section (Structures) of the Old Oregon Trail Highway, to Bechtel Bros. of LaGrande, Oregon, low bidder in the amount of $244,633.50 at the March 3, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

FILED

RECEIVED
1959
FOR FILING
I 80N 6(16)250

5425 When replying, refer to
08-35.4

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-6(16)250, structures, Upper Perry Undercrossing, Hilgard Interchange Undercrossing, Five Points Creek Bridge, on the Glover-Perry Section of the Old Oregon Trail Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

18-8322 Hayden Mtn.-Keno Rock Prod. 1959
Proj.
#5426

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 28, 1959

(CONTRACT NO.) 18-8322

5126
(VOUCHER NO.)

21369

(EST. NO.)

4 Final
(WARRANT NO.)

31274

(CONTRACTOR)

W. D. Miller Construction Co.

(AMOUNT) (DATE)

$ 958.94 8-26-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **June 23, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

AUG [illegible] 1959

NOTED ON CARD

9/3/59

A

RECEIVED
AUG 17 1959
FOR FILING

18-8322

August 14, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract #5426 for the Hayden Mt.-Keno Rock Production Project on the Green Springs Highway in Klamath County was completed by the contractor, W. D. Miller Construction Company, on June 23, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $958.94 will be released to the contractor on or after August 24, 1959. The total contract amount is $31,964.59, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
620 Portland Trust Bldg.,
Portland, Oregon

cc: Standard Accident Insurance Co.,
Lawrence Slater Agency
134 North 7th St.,
Klamath Falls, Oregon

A

RECEIVED
JUL 24 1959
FOR FILING

July 24, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to W. D. Miller Construction Company on contract #5426 for the Hayden Mt.-Keno Rock Production Project on the Green Springs Highway in Klamath County.

This payment, in the amount of $4,193.15 will be released to contractor on or after August 4, 1959. The retained percentage is $958.94.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Company
620 Portland Trust Bldg.,
Portland, Oregon

cc: Standard Accident Insurance Company
Lawrence Slater Agency
134 North 7th Street
Klamath Falls, Oregon

Form E-1—(Rev.)-

18-8322

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 1959

Section Hayden Mountain-Keno

Highway Green Springs County Klamath

Contractor W. D. Miller Construction Co.

Date of contract March 5, 1959

Date work started March 18, 1959

Project authorization $ 37,125.00

Exclusive of engineering $ 34,485.00

Kind of work Rock Production

Section prefix 18-8322

Contract number 5426

Specified work days 60

Work days used 61

Per cent of time elapsed 101.67 %

Estimated cost of completed project, exclusive of engineering $ 32,232.09

Estimated per cent overrun or underrun *based on proj. auth.* Underrun 6.53 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2640.00

Engineering cost to date $ 2488.07, 94.25 %

Date project was completed June 23, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data sent to division office Monday.
Project complete.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUL 13 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
C. L. PAULSEN

Signed W. Reid Merritt

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20.70		
Miles partially completed			20.70		
Miles completed			20.70		
Total estimated quantities (contract)			10,000 Cu.Yds.		
Total quantities corrected to date			9,853.72 Cu.Yds.		
Estimated quantities moved or placed to date			9,853.72 Cu.Yds.		
Average daily quantities			0 Cu.Yds.		
Average daily quantities necessary to complete project on time			0 Cu.Yds.		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-Warm		
Monday	Clear-Warm		
Tuesday	Clear-Warm		
Wednesday	Clear-Warm		
Thursday	Clear-Warm		
Friday	Clear-Warm		
Saturday			

A

RECEIVED
APR 23 1959
FOR FILING

18-8322

5426

FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 21, 1959

W. D. Miller Construction Company
P. O. Box 692
Klamath Falls
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5426, awarded March 5, 1959, for the Hayden Mountain-Keno Rock Production Project on the Green Springs Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
APR 1 - 1959
FOR FILING

16-822

5426

A

April 1, 1959

CERTIFIED MAIL

W. D. Miller Construction Co.
P. O. Box 692
Klamath Falls, Oregon

Gentlemen:

We are enclosing your Certified Check No. 6067 in the amount of $2,000.00.

This check was submitted with your proposal for the Hayden Mtn.-Keno Rock Production Project in Klamath County, Contract No. 5426, awarded March 5, 1959. As this contract has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr - Accounting
Edith Middleton

fp

RECEIVED
MAR - [illegible] 1959
FOR FILING

18-[illegible]

5426

Salem, Oregon
March 6, 1959

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low bids at the March 3, 1959 letting:

Certified check No. 2239 in the amount of $250.00 from J. C. Compton Company for the Madras Oiling Project in Jefferson County, Contract No. 5417. Awarded 3-5-59.

Certified Check No. 6067 in the amount of $2,000.00 from W. D. Miller Construction Co. for the Hayden Mtn.-Keno Rock Production Project in Klamath County, Contract No. 5426. Awarded 3-5-59.

Certified Check No. 2082 in the amount of $1,200.00 from L. A. Decker for the Quartz Mtn.-Lakeview Rock Production Project in Lake County, Contract No. 5419. Awarded 3-5-59.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Edith Middleton
fp

A

RECEIVED
MAR - 6 1959
FOR FILING

18-3-22

5426

March 5, 1959

W. D. Miller Construction Co.
P. O. Box 692
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5426 for the Hayden Mountain-Keno rock production project on the Green Springs Highway in Klamath County.

This award was based on your bid of $32,500.00, which was an identical low bid submitted to the Commission on March 3, 1959 for this project, and the award to you was made by the flip of a coin. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

18-8321 Lenz Rd.-Williamson River 1959
Rock Prod. Proj.
#5427

A

RECEIVED

August 14, 1959

FINAL COST ANALYSIS

Rock Production

Contractor: Dolan Construction Co.

Resident Engineer: W.R. Meritt

Lenz Road -,Williamson River Sec.
Contract No. 5427
18-1-81

The Dalles-California Hwy.
Prefix 18-8321

Item 5427	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr.Mat'l in S.P.	4,501.85	Cu.Yd.	3.80	3.725	16,770.09	17,107.03
1/4"-#10 Cr.Mat'l in S.P.	1,006.31	Cu.Yd.	3.80	3.725	3,748.66	3,823.98
1/4"-0 Cr.Mat'l in S.P.	4,460.39	Cu.Yd.	3.80	3.725	16,615.65	16,949.48
Haul Adj., favor of Contractor	481.5	Yd.Mi.	0.12			57.78
					$37,134.40	$37,938.27

Gross Revenue	$37,938.27
Total Cost	37,134.40
Net Profit	$ 803.87

NOTED
W. C. WILLIAMS

Net Profit equals 2.1% of the Gross Revenue

RECEIVED
1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COSTS - Contract No. 5427

Labor:		
Labor	$11,243.97	
Labor Insurance	699.25	
Health and Welfare	335.15	$12,278.37
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	9,755.70	
Equipment Rental, Hired	8,905.75	
Gas, Oil, and Grease	1,959.42	
Freight and Cartage	919.70	
P.U.C.	62.86	
P.L. & P.D. Insurance	129.30	
Bond	228.00	
Royalties	1,993.71	
Small Tools and Misc. Supplies	242.67	
Home Office and General Overhead	658.92	24,856.03
TOTAL		$37,134.40

Remarks - Contract No. 5427

This was a "State Project" calling for the crushing and stockpiling of 10,000 cubic yards of crushed rock for maintenance on the Lenz Road - Williamson River Section of The Dalles-California Highway in Klamath County. The contract was bid March 3, 1959 and awarded March 5th. Work started April 9th and was completed June 12, 1959.

The contractor moved in his portable crushing plant and set up at a private gravel source located on the westerly side of and adjacent to Mile Point 252 on The Dalles-California Highway, and started crushing April 16th.

The crushing plant being a small portable pioneer plant was only able to produce approximately 28 to 30 yards per hour. The hauling to stockpile was by hired trucks. The contractor increased his haul from 5.5 miles to 9.3 by using the gravel deposit instead of the quarry.

The contractor realized only a small profit due to low production and additional cost of hired equipment.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

18-8321

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5427	4 Final	Dolan Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19608	18133	$ 1,138.15	8/10/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from March 16, 1959

Time Extensions: None of record

Completion Date: June 12, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

NOTED ON CARD
dc

Warrant Mailed:

AUG 17 1959

RECEIVED
AUG 1 - 1959
FOR FILING

[illegible]

5427

August 4, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5427 for the Lenz Road-Williamson River Rock Production Project on The Dalles-California Highway in Klamath County was completed by the contractor, Dolan Construction Company, on June 12, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,138.15 will be released to the contractor on or after August 14, 1959. The total contract amount is $37,938.27, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 24 1959
FOR FILING
[illegible]
5427

July 23, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Dolan Construction Company on contract #5427 for the Lens Road-Williamson River Rock Production Project on The Dalles-California Highway in Klamath County.

This payment, in the amount of $3,170.12 will released to contractor on or after August 3, 1959. The retained percentage is $1,138.15.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)-

18-8321

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 1959

Section Lenz Road-Williamson River

Kind of work Rock Production

Highway The Dalles-Calif. County Klamath

Section prefix 18-8321

Contractor Dolan Construction Co.

Contract number 5427

Date of contract March 5, 1959

Specified work days 60

Date work started April 9, 1959

Work days used 60

Project authorization $ 43,312.50

Exclusive of engineering $ 40,232.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 38,297.38

Estimated per cent overrun or underrun Underrun 4.81 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3080.00

Engineering cost to date $ 2870.82, 93.21 %

Date project was completed June 12, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data sent to division office Monday.
Project complete.

Final Report

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 13 1959
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed H. K. [illegible]

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			31.2		
Miles partially completed			31.2		
Miles completed			31.2		
Total estimated quantities (contract)			10,000 Cu.Yds.		
Total quantities corrected to date			9,968.55 Cu.Yds.		
Estimated quantities moved or placed to date			9,968.55 Cu.Yds.		
Average daily quantities			0 Cu.Yds.		
Average daily quantities necessary to complete project on time			0 Cu.Yds.		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-Warm		
Monday	Fair-Windy		
Tuesday	Clear		
Wednesday	Clear-Warm		
Thursday	Clear-Warm		
Friday	Clear-Warm		
Saturday			

RECEIVED
APR 6 - 1959
FOR FILING

[illegible] 321

5427

COMMISSIONERS
[illegible]
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

April 6, 1959

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5427 for the Lenz Road-Williamson River Rock Production Project on The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

A

RECEIVED
MAR - 6 1959
FOR FILING
18-5321

5427

March 5, 1959

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 awarded to you State Highway Contract No. 5427 for the Lenz Road-Williamson River rock production project on The Dalles-California Highway in Klamath County.

This award was based on your bid of $38,000.00 which was the low bid submitted to the Commission on March 3, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

F-122(12) N. Yamhill River Br. Sec., 1959
Pacific Hwy. W.
#5428

RECEIVED
SEP 21 1960
FOR FILING
7-122 (12)

54-1

September 21, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5428 for structure-grading-paving the North Yamhill River Bridge Section of Pacific Highway West in Yamhill County was completed by the contractor, Birkemeier Construction Co., on July 22, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

The revised final payment in the amount of $9,879.89 will be released to the contractor on or after October 1, 1960. The total contract amount is $265,195.33, of which amount $7,492.68 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 1960
FOR FILING

1-122 (12)
5428

September 13, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5428 for structure-grading-paving the North Yamhill River Bridge Section of Pacific Highway West in Yamhill County was completed by the contractor, Birkemeier Construction Co., on July 22, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $9,842.39 will be released to the contractor on or after September 23, 1960. The total contract amount is $265,157.83, of which amount $7,492.68 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)-

7-122 (12)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1960

Section North Yamhill River Bridge

Kind of work Grading & Paving

Highway Pacific West County Yamhill

Section prefix 36-1049

Contractor Birkemeier Const. Co.

Contract number 5428

Date of contract March 9, 1959

Specified work days 160

Date work started April 14, 1959

Work days used

Project authorization $ 314,620.00

Exclusive of engineering $ 279,373.20

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $ 22,373.20

Engineering cost to date $ 15,600, %

Date project was completed July 21, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All grading items were brought to completion as of July 21, 1960.

SEE BRIDGE REPORT FOR ADDITIONAL INFORMATION

CONSTRUCTION DIVISION
RECEIVED
JUL 25 1960
NOTED— CE ACE ACE COE

NOTED
JOHN D. OAKES

NOTED
C. E. PAULSEN

Signed Ross L. Harris, Res. Engr.

Address Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5	0.5			0.5
Miles partially completed					
Miles completed	0.5	0.5			0.5
Total estimated quantities (contract)	86,000	22,930			2,400
Total quantities corrected to date	79,715	17,400			2,130
Estimated quantities moved or placed to date	79,715	17,400			2,130
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	1	(½ day Thurs. on final seal)			
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	sunny		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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1960
FOR FILING
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5428

file

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1960

SUBJECT: North Yamhill River Bridge Section
Contract 5428

To: Mr. W. C. Williams
State Highway Engineer
OFFICE

Birkemeier Construction Company, contractors on the above project, have completed all of the work under the contract except oiling the shoulders. This work can not be done until favorable weather in late spring or early summer.

The contractor has requested that we release some of the retained percentage held on the work. In view of the fact that the contractor is not able to complete the work because of conditions beyond his control, I would like to go along with the contractor's request and reduce the retained percentage to 3% of the completed work. This will release about $7,000 of the contractor's funds. We will have sufficient funds under the 3% retention to insure completion of the work.

May I have your approval of this.

Ivan D. Merchant
Bridge Engineer

By

T. C. Roake
Assistant Bridge Engineer

CAG:nk

Orig to Merchant

Approved 1-28-60
W.C.W.

RECEIVED

FOR [illegible]

5428

November 16, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
N. Yamhill River Bridge
Bridge No. 441-A
Contract No. 5428
F.A.P. No. F-122(12)

Dear Sir:

The erosion control work on the subject job, authorized in Order for State Force Work dated July 30, 1959 was completed November 6, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

FORM E-123-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1959
FOR FILING

F-122 (12)

5428

A

September 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Room 408, State Highway Bldg.
Salem, Oregon

Dear Mr. Polk:

We are transmitting with this letter, preliminary signing plans showing the proposed permanent sign installation on the North Yamhill Section on US99W. We are submitting these plans at this time for your study and preliminary approval. It is anticipated that this work will be done on an extra work order under the existing contract. The estimated cost of this signing installation is $8,000.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

Attachment
LMB:tln
bc: G. S. Paxson

RECEIVED
[illegible] 1959
FOR FILING

[illegible] When replying, refer to
08-33.4

5428

408 State Highway Bldg.
Salem, Oregon

September 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work dated July 30, 1959
Seeding and mulching - North Yamhill River
Bridge - Oregon Project F-122(12)
Estimated cost $600 - Federal funds $360

Dear Sir:

Reference is made to your letter dated August 21, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

FORM E-123 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
R 7 - 1959
FOR FILING
F-122 (U-)
5428

A

April 7, 1959

Birkemeier Construction Company
14511 SE River Road
Milwaukie
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5428 for structure-grading-paving on the North Yamhill River Bridge Section of Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

5428

Monthly Transaction No. RECEIVED MAR . 1959 FOR FILING	Fo -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. 5	FEDERAL-AID PROJECT AGREEMENT	County **Yamhill**
		Project No. **F-122(12)**

F 122 5-14

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North Yamhill River Bridge Section, approx. 1 mile north of McMinnville, on U.S. 99W.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	2-2-59	- - -
Rights-of-Way		
Construction	2-13-59	0.6
Other *(Specify)*		

FUNDS	
Estimated total cost of project $ 305,729	Federal funds $ 188,900

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Dep. State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Folk
C. G. Folk
Division Engineer

Date executed by Division Engineer ~~March 30, 1959~~

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Yamhill River Bridge Section, Project No. F-122(12).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

March 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Yamhill River Bridge Section, Project No. F-122(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. F-122(12)

NORTH YAMHILL RIVER BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 19, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 2,500.00

Type Code 6201
Roadway (Sta. 62+79.20 to Sta. 92+97.11)
(Contract No. 5428)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Removal of Pavement	2,800	sq. yds.	0.70	1,960.00
Removal of Catch Basins	1	only	40.00	40.00
Drainage Excavation, Unclassified	240	cu. yds.	3.00	720.00
Embankment in Place	86,000	Cu. yds.	0.63	54,180.00
Finishing Roadbed and Slopes	All	Required		1,000.00
12-Inch Concrete Pipe	130	lin. ft.	2.47	321.10
18-Inch Concrete Pipe	150	lin. ft.	4.59	688.50
24-Inch Concrete Pipe	130	lin. ft.	6.56	852.80
6-Inch Perforated Metal Drain Pipe	550	lin. ft.	2.26	1,243.00
Special Backfill in Drains	54	cu. yds.	5.00	270.00
Concrete Inlets, Type "CB"	2	only	90.00	180.00
Concrete Curbs	12	cu. yds.	50.00	600.00
Metal Guard Rail	1,600	lin. ft.	3.00	4,800.00
Coarse Crushed Material in Base	20,500	tons	1.85	37,925.00
3/4" - 0 Material in Base	2,000	tons	1.95	3,900.00
Sprinkling	500	M-Gals.	2.50	1,250.00
Preparation of Base	All	Required		300.00
3/4" - 0 Material in Binder Course	90	cu. yds.	2.75	247.50
Furnishing and Placing Aggregates	340	cu.yds.	4.25	1,445.00
RC-3 Asphalt	14	tons	50.00	700.00
120-150 Asphalt	26	tons	50.00	1,300.00
RS-1 Asphalt	10	tons	75.00	750.00
Class "B" Asphaltic Concrete	2,400	tons	8.85	21,240.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$138,512.90

		$139,512.90
Flagging (57½% of Contractor's Cost)	All Required	1,000.00
Signing	All Required	3,000.00
Seeding and Mulching	All Required	900.00
	Subtotal	$143,412.90
	10% Engr. & Cont.	14,341.29
	Total	$157,754.19

Item Code X021
N. Yamhill River Bridge
(Sta. 72+03 to Sta. 75+84.44)
(Contract No. [illegible])

Shoring, Cribbing, Etc.	All Required	$	$ 5,000.00
Structural Excavation	640 Cu. Yds.	4.00	2,560.00
Excavation Below Elevation Shown	80 Cu. Yds.	6.00	480.00
Furnish Treated Timber Piling	2,160 Lin. Ft.	1.35	2,916.00
Furnish Untreated Timber Piling	4,250 Lin. Ft.	0.60	2,550.00
Drive Timber Piles	154 Only	40.00	6,160.00
Furnish Steel Piling	675 Lin. Ft.	6.50	4,387.50
Drive Steel Piles	10 Only	60.00	600.00
Splice Steel Piles	3 Only	30.00	90.00
Class "A" Concrete	All Required		69,540.00
Metal Reinforcement	All Required		33,400.00
Metal Parapet Rail	761 Lin. Ft.	6.00	4,566.00
	Subtotal		$132,249.50
	10% Engr. & Cont.		13,224.95
	Total		$145,474.45

Length of Roadway ———————— 0.500 Mile
Length of Structure ———————— 0.072 Mile
Total Length ———————————— 0.572

Cost of Roadway Per Mile ——— $315,508.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 1,500.00	$ 1,000.00
Roadway	157,754.19	97,500.00	60,254.19
Structure	145,474.45	89,900.00	55,574.45
	$305,728.64	$188,900.00	$116,828.64

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-122(12)

NORTH YAMHILL RIVER BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 6, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 2,500.00

Type Code 6201
Roadway (Sta. 62+79.20 to Sta. 92+97.11)

Clearing and Grubbing	All	Required		1,000.00
Removal of Pavement	2,800	sq. yds.	$ .50	1,400.00
Removal of Catch Basins	1	only	25.00	25.00
Drainage Excavation, Unclassified	240	cu. yds.	3.00	720.00
Embankment in Place	86,000	cu. yds.	.60	51,600.00
Finishing Roadbed and Slopes	All	Required		500.00
12-inch Concrete Pipe	130	lin. ft.	2.50	325.00
18-inch Concrete Pipe	150	lin. ft.	4.50	675.00
24-inch Concrete Pipe	130	lin. ft.	6.00	780.00
6-inch Perforated Metal Drain Pipe	550	lin. ft.	2.50	1,375.00
Special Backfill in Drains	54	cu. yds.	6.00	324.00
Concrete Inlets, Type "GB"	2	only	75.00	150.00
Concrete Curbs	12	cu. yds.	47.50	570.00
Metal Guard Rail	1,600	lin. ft.	3.00	4,800.00
Coarse Crushed Material in Base	20,500	tons	1.35	27,675.00
3/4" - 0 Material in Base	2,000	tons	1.50	3,000.00
Sprinkling	500	M-gals.	3.00	1,500.00
Preparation of Base	All	Required		100.00
3/4" - 0 Material in Binder Course	90	cu. yds.	3.75	337.50
Furnishing and Placing Aggregates	340	cu. yds.	3.75	1,275.00
RC-3 Asphalt	14	tons	47.00	658.00
120-150 Asphalt	26	tons	45.00	1,170.00
RS-1 Asphalt	10	tons	47.00	470.00
Class "B" Asphaltic Concrete	2,400	tons	8.00	19,200.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$120,229.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing	All	Required		3,000.00
Seeding and Mulching	All	Required		900.00
		Subtotal		$125,129.50

10% Engr. & Cont.	$ 12,512.95
Total	$137,642.45

Type Code X021
N. Yamhill River Bridge (Sta. 72+03 to Sta. 75+84.44)

Shoring, Cribbing, Etc.	All	Required		$ 4,000.00
Structural Excavation	640	cu. yds.	$ 5.00	3,200.00
Excavation Below Elevation Shown	80	cu. yds.	10.00	800.00
Furnish Treated Timber Piling	6,700	lin. ft.	1.35	9,045.00
Drive Timber Piles	134	only	50.00	6,700.00
Furnish Steel Piling	875	lin. ft.	6.00	5,250.00
Drive Steel Piles	10	only	80.00	800.00
Splice Steel Piles	3	only	45.00	135.00
Class "A" Concrete	All	Required		74,100.00
Metal Reinforcement	All	Required		36,101.00
Metal Parapet Rail	761	lin. ft.	6.00	4,566.00

Subtotal	$144,697.00
10% Engr. & Cont.	14,469.70
Total	$159,166.70

Length of Roadway	0.500 Mile
Length of Structure	0.072 Mile
Total Length	0.572 Mile
Cost of Roadway per Mile	$275,284.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	2,500.00	1,500.00	1,000.00
Roadway	137,642.45	85,100.00	52,542.45
Structure	159,166.70	98,400.00	60,766.70
	$299,309.15	$185,000.00	$114,309.12

Oregon State Highway Department

Federal Aid
Project No. F-122(12)

NORTH YAMHILL RIVER BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 10, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$ 2,500.00

Type Code 6201
Roadway (Sta. 62+79.20 to Sta. 92+97.11)

Clearing and Grubbing	All	Required		1,000.00
Removal of Pavement	2,800	sq.yds.	$ .50	1,400.00
Removal of Catch Basins	1	only	25.00	25.00
Drainage Excavation, Unclassified	240	cu.yds.	3.00	720.00
Embankment in Place	86,000	cu.yds.	.60	51,600.00
Finishing Roadbed and Slopes	All	Required		500.00
12-inch Concrete Pipe	130	lin.ft.	2.50	325.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	130	lin.ft.	6.00	780.00
6-inch Perforated Metal Drain Pipe	550	lin.ft.	2.50	1,375.00
Special Backfill in Drains	54	cu.yd.	6.00	324.00
Concrete Inlets, Type "G-B"	2	only	75.00	150.00
Concrete Curbs	12	cu.yds.	47.50	570.00
Metal Guard Rail	1,600	lin.ft.	3.00	4,800.00
Course Crushed Material in Base	20,500	tons	1.35	27,675.00
3/4" - 0 Crushed Material in Base	2,000	tons	1.50	3,000.00
Sprinkling	500	M-gals.	3.00	1,500.00
Preparation of Base	All	Required		100.00
3/4" - 0 Material in Binder Course	90	cu.yds.	3.75	337.50
Furnishing and Placing Aggregates	340	cu.yds.	3.75	1,275.00
RC-3 Asphalt	14	tons	47.00	658.00
120-150 Asphalt	26	tons	45.00	1,170.00
RS-1 Asphalt	10	tons	47.00	470.00
Class "B" Asphaltic Concrete	2,400	tons	8.00	19,200.00
Asphaltic Concrete Traffic Markers	600	lin.ft.	1.00	600.00
				$120,229.50
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
Signing	All	Required		3,000.00
Seeding and Mulching	ALL	Required		900.00
	Subtotal			$125,129.50

Subtotal	$125,129.50
10% Engr. & Cont.	12,512.95
Total	$137,642.45

Type Code X021
N. Yamhill River Bridge (Sta. 72+03 to Sta. 75+84.44)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	640 cu.yds.	$ 5.00	3,200.00
Excavation Below Elevation Shown	80 cu.yds.	10.00	800.00
Furnish Treated Timber Piling	2,160 lin.ft.	1.35	2,916.00
Furnish Untreated Timber Piling	4,250 lin.ft.	.90	3,825.00
Drive Timber Piles	154 only	50.00	7,700.00
Furnish Steel Piling	675 lin.ft.	6.00	4,050.00
Drive Steel Piles	10 only	80.00	800.00
Splice Steel Piles	3 only	45.00	135.00
Class "A" Concrete	All Required		74,100.00
Metal Reinforcement	All Required-		36,101.00
Metal Parapet Rail	761 lin.ft.	6.00	4,566.00
	Subtotal		$142,193.00
	10% Engr. & Cont.		14,219.30
	Total		$156,412.30

Length of Roadway. . . . . 0.500 mile.
Length of 1 Structure. . . . . 0.072 mile
Total Length . . . . 0.572 mile
Cost of Roadway per mile $275,284.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 1,500.00	$ 1,000.00
Roadway	137,642.45	85,100.00	52,542.45
Structure	156,412.30	96,400.00	60,012.30
	$ 296,554.75	183,000.00	$113,554.75

RECEIVED
MAR [illegible] 1959
FOR FILING

F-122(12)

2435

March 9, 1959

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your proposal for structure, grading and paving on the North Yamhill River Bridge Section, Pacific Highway West in Yamhill County for the sum of $270,762.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5428.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc. Seattle, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, Daily Journal of Commerce, Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 9, 1959

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Contract for structure, grading and paving on North Yamhill River Bridge Section, Pacific Highway West, Yamhill County, for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Lee Gatlin
cc: Confirmation
Accounting (5003-900)
Files

A

RECEIVED
MAR 10 1959
FOR FILING

[illegible]

5428

March 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re:
North Yamhill River Bridge Section
F.A.P. No. F-122(12)

On March 3 the Highway Commission accepted the low bid of Birkemeier Construction Company of Milwaukie in the amount of $270,762.40 for the above project and instructed me to award the contract to said bidder when all rights of way for the project were acquired.

All rights of way for the project have been acquired and I propose to award the contract to Birkemeier Construction Company as of this date. May I have your concurrence in this award.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/skt

cc: Mr. C. A. Gardner

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MAR 11 1959
FOR FILING

F-122(12)

5428

When replying, refer to
08-35.4-0

March 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project F-122(12), North Yamhill River Bridge Section of the Pacific Highway West, we hereby concur as of this date in award of contract No. 5428 to Birkemeier Construction Company of Milwaukie, Oregon, low bidder in the amount of $270,762.40 at the March 3, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

NOTED

FORM 5-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 24 1959
FOR FILING
E-122 (12)
5428

p

February 20, 1959

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 5, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
North Yamhill River (St. Joe)
Bridge Section
Pacific Highway West
Yamhill County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

This work involves the relocation of a line along the southeasterly side of the existing highway between Stations 65 and 81, and crosses the highway near Station 81.

This line and crossing are on State highway right of way under the terms of Permit No. 69, dated September 26, 1924, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. Ross M. Harris, Box 411, McMinnville, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper ✓
Mr. Ross M. Harris
Mr. Floyd T. Lacey
Mr. G. W. Ross

RECEIVED
FEB 18 1959
OREGON DISTRICT
FOR FILING
F-122(12)
5428

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-122(12), North Yamhill River Bridge Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

NOTED
FORREST COOPER

RECEIVED
FEB 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—87,900—6-57—9584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F 122(12)

Salem, Oregon
August 21, 1958

5428

SUBJECT: Erosion control authorization -
N. Yamhill River (St. Joe)
Bridge Section

To:

Mr. Tom Edwards
Construction Engineer
Building

L

The engineer's estimate for the subject job includes $500 for seeding and mulching. Our computation shows approximately 3 acres to be seeded and mulched. At $50 per acre for seeding and $175 per acre for mulching the total amount required would be $900.

It is recommended that the engineer's estimate be increased to cover the difference.

Mark H Astrup
Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
[illegible] 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 50M 6-57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1958

SUBJECT: Survey Approval Map
North Yamhill River Section
Pacific Highway West

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven copies of the above survey approval map for submission to the Commission.

This is presently for the February 3rd letting.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

NOTED
FORREST COOPER

RECEIVED
AUG 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY [illegible] 1958
FOR FILING

5-5-58

[illegible]
W. C. [illegible]

LOCATION PROSPECTUS
NORTH YAMHILL RIVER SECTION
PACIFIC HIGHWAY WEST, YAMHILL COUNTY

1. The following prospectus is submitted regarding the North Yamhill River Section of the Pacific Highway West in Yamhill County. The westerly end of the project is at M.P. 35.30 of the Pacific Highway West, which point is 1,100 feet westerly of the North Yamhill River Bridge. The easterly end of the project is at M.P. 34.81 of the Pacific Highway West, which point is 700 feet easterly of the Tualatin Valley Highway Junction. The overall length of the project is 0.49 mile.

2. This will be a location survey to prepare plans and specifications for the construction of an additional two lanes southerly of and parallel to the existing facility. There are no towns affected by this project.

3. The general route was laid by J. D. Walker. Soils reconnaissance will be made in conjunction with the survey. No special drainage problems are anticipated. An economic analysis is not necessary.

4. The present ADT is 6,300 and the 1975 ADT is 8,400. This traffic warrants a four-lane facility with a design speed of 70 M.P.H. Maximum curvature will be 2 degrees. The maximum grade has not been determined. The two-lane section to be constructed will be the northbound lanes, the typical section of which will be two 12-foot running lanes with an outside shoulder of 10 feet and an inside shoulder of 4 feet. Shoulders will receive standard treatment. Centerline separation will be variable. Tentative base design by G. L. Decker is:

Base and Wear	$3\frac{1}{2}$" A.C.
Level Course	2 " 3/4"-0
Coarse Base	$18\frac{1}{2}$" $2\frac{1}{2}$"-0
Total	24 "

5. This facility has a rise and fall of 35 feet and an estimated central angle of 30 degrees, which characteristics are roughly equal to those of the existing alignment.

6. Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19 (Revised) is not anticipated.

7. This will be an expressway facility with limited access. There are no interchanges or railroad crossings. The North Yamhill River is crossed with a 400-foot structure.

8. Adequate quantities of material are available from the State-owned quarry at Amity or from commercial sources at Starr Quarry or Grand Island.

9. Agreements with the county will not be necessary. No work is planned in the areas adjacent to the two cemeteries on the northerly side of the existing highway.

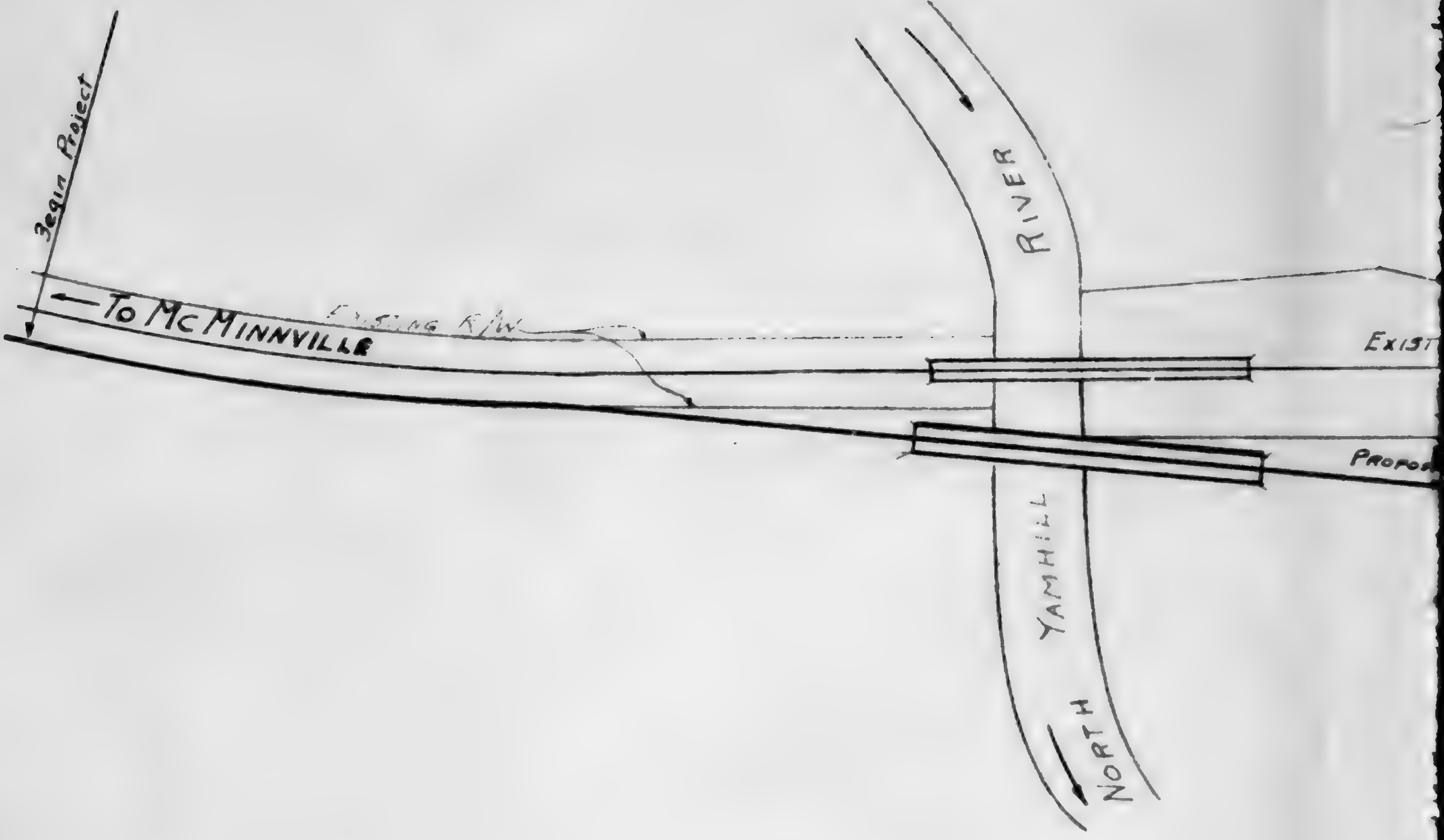
10. There are no state parks in the vicinity of this project.

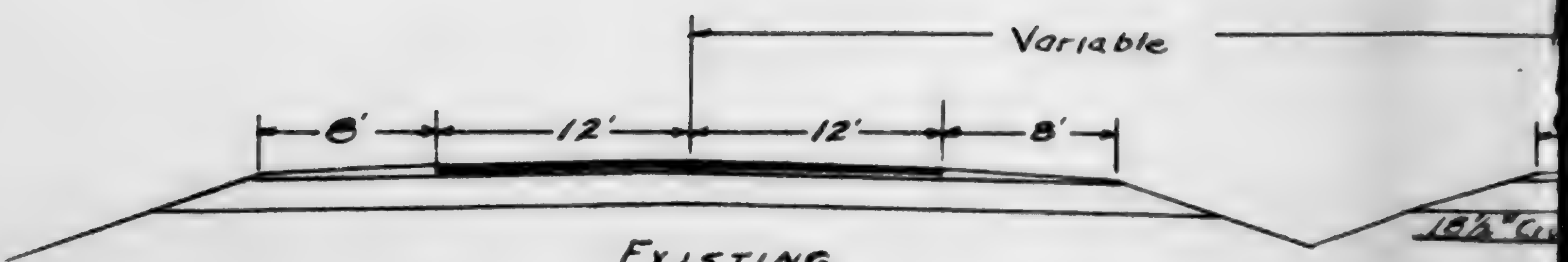
May 5, 1958

Attachment.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Ross M. Harris
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER


Begin Project
← To McMINNVILLE
Existing R/W
RIVER
YAMHILL
NORTH
Exist
Propos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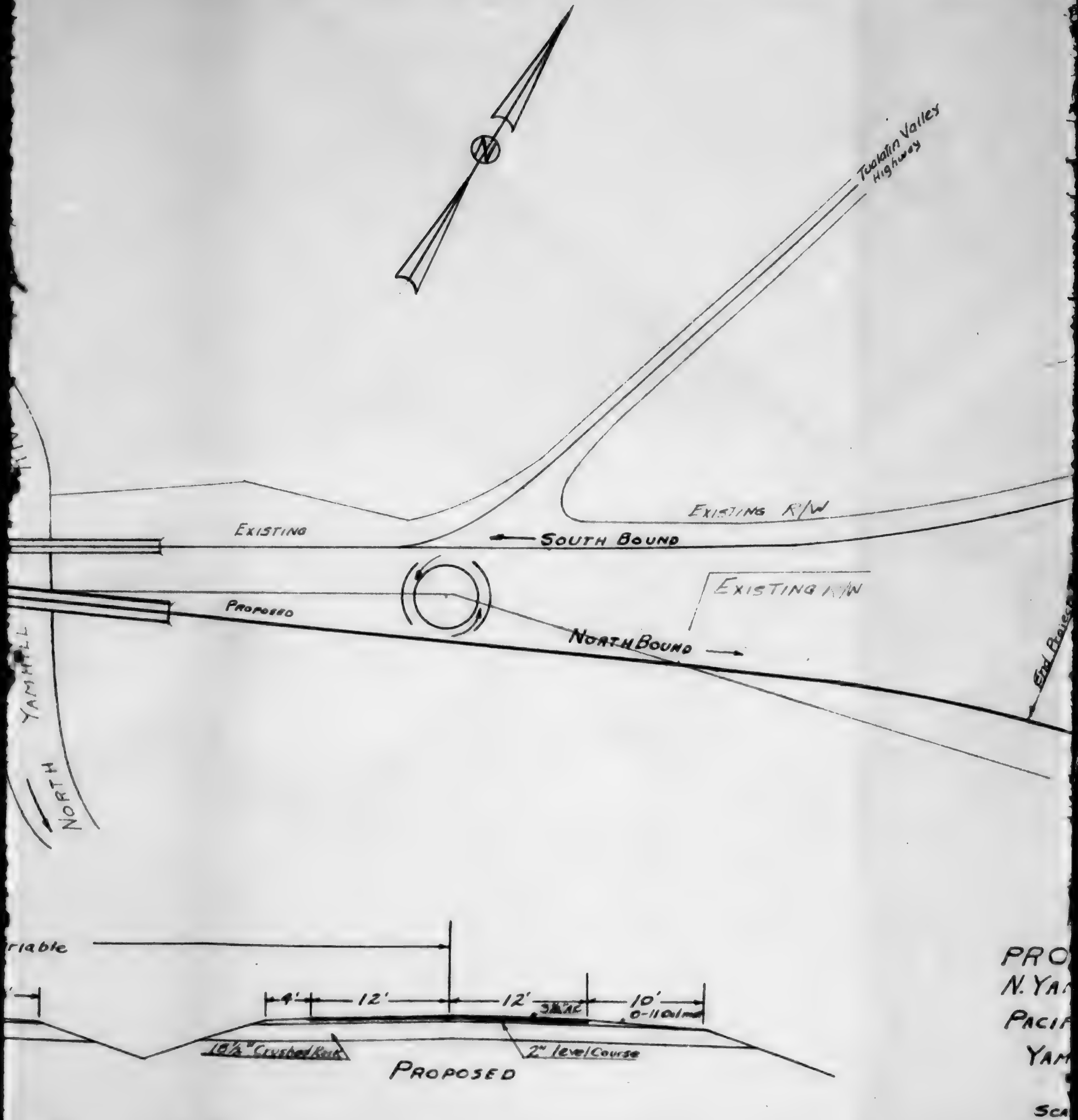
EXISTING
18½" C

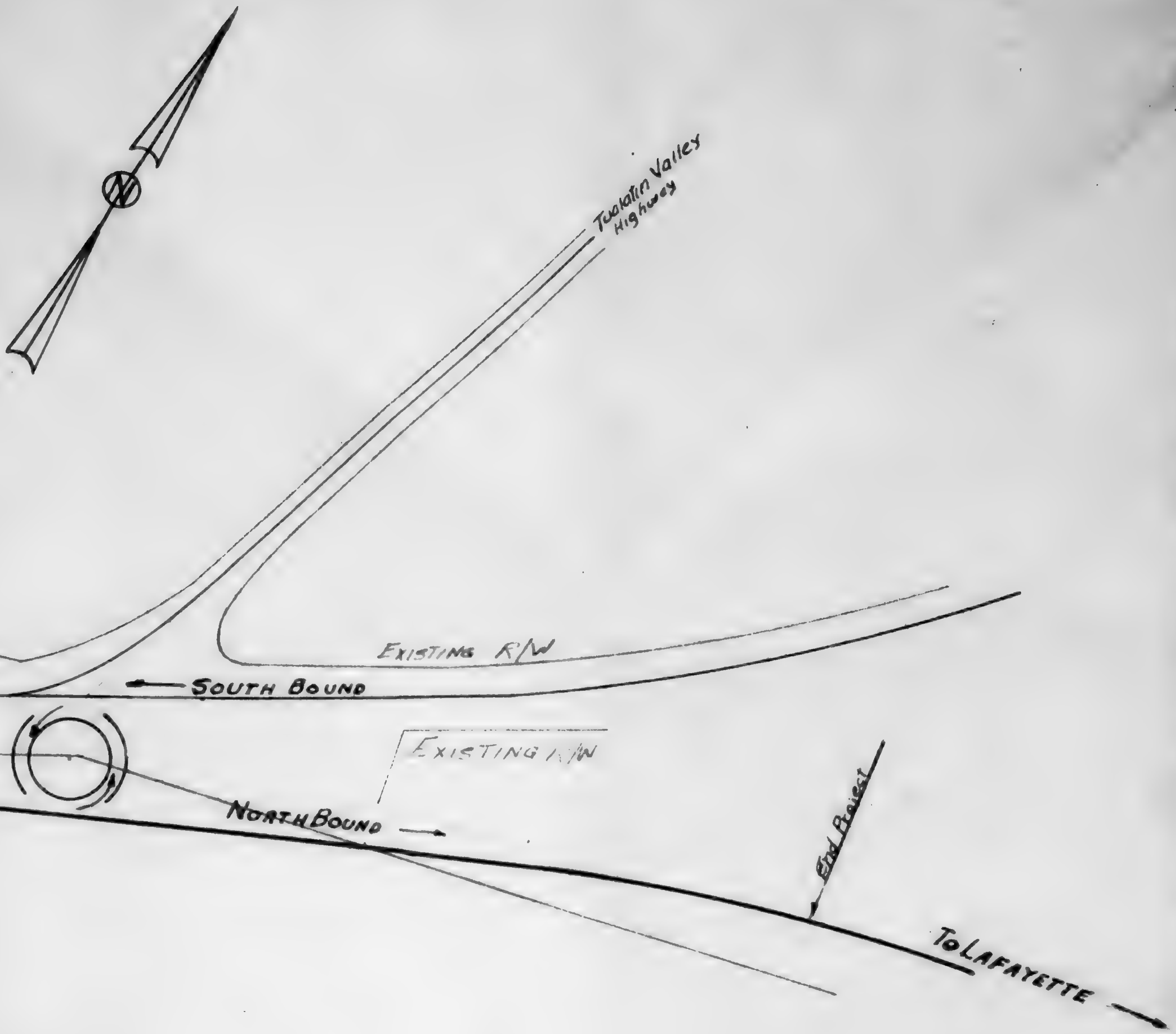
TYPICAL SECTION

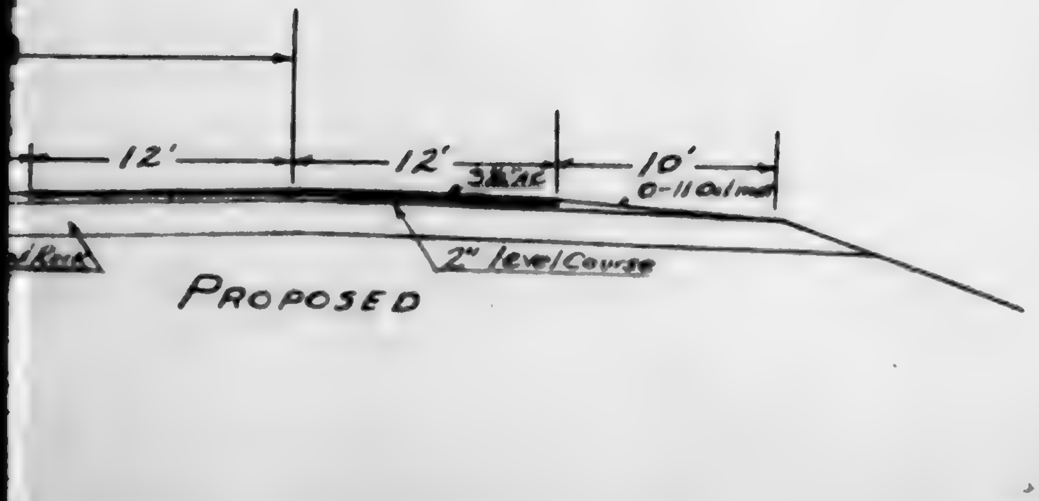

N
Tualatin Valley Highway
EXISTING R/W
EXISTING
SOUTH BOUND
EXISTING R/W
PROPOSED
NORTH BOUND
End Projec
YAMHILL
NORTH
riable
4'
12'
12'
10'
3¾"AC
0-11 Oil mat
10½" Crushed Rock
2" level Course
PROPOSED

TYPICAL SECTION

PRO
N. YA
PACIF
YAM

SCA


N
Tualatin Valley Highway
Existing R/W
South Bound
Existing R/W
North Bound
End Project
To Lafayette


12'
12'
3½" AC
10'
0-11 Oil mat
d Rock
2" level Course
PROPOSED

PROSPECTUS MAP
N. YAMHILL RIVER SECT.
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

SCALE 1" = 200'

323-1710 Vale (Morton St.) Grad. 1959
& Pav. Proj.
#5429

Sp. State Tax
Street Fund 34

Form A-150—10M—6-58

NOTED
C. G. SWENSON

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 63202

Date December 15, 1959

Your Req. No.

Billing Request No. CS 547

Credit Distribution: [illegible] 1720-295

City of Vale
Vale
Oregon

Attn: Weldon Reynolds, City Recorder

Final billing: City's share of cost of Morton Street grading and paving contract covered by agreement dated 3/23/59.

Advance Deposit		$5,000.00
As per attached statement		
Total cost	$22,184.02	
Agreed State share	20,000.00	
Agreed City share		2,184.02
To be refunded		$2,815.98

NOTED
JOHN D. GRAHAM

RECEIVED
DEC [illegible] 1959

ACKNOWLEDGMENT OF BILLING REQUEST
Copy Received and Accepted
By

State Printing 13107

Form A-101—1956—

REGON STATE HIGHWAY DEPARTMEN.

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

NOTED

NOTED
C. G. SWENSON

Address invoice to:

City of Vale
Vale, Oregon

Attention of Weldon Reynolds, City Recorder

Request No. (assigned by staff engineer or head of division) cc-547

Date 12/14/59

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

NOTED
V. R. JON

Final billing: City's share of cost of Morton Street grading and paving contract covered by agreement dated 3/23/59.

Itemized Statement: Advance Deposit $5,000.00

Quantity	Unit	Description		Unit Price	Amount
		As per attached statement			
		Total cost	$22,184.02		
		Agreed State share	20,000.00		
		Agreed City share			$2,184.02
		REFUND DUE CITY...			$2,815.98

NOTED
JOHN D. GRAHAM

Has payer made payment for this service?
If so, what is amount of payment? . . . . . . $
Has payer made a deposit with the department to guarantee payment? Yes
If so, what is amount of deposit? $5,000.00
Is this a partial or final request for billing? Final
Have there been any previous requests for billing in connection with this same service? No
If so, give total of all previous requests . . . . $
Also give number of last previous request

Credit distribution: 323-1710-295

Submitted by: H. C. Ayers

Approved: Division Engineer

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COST

December 14, 1959

Contract No. 5429

CITY OF VALE: Special City Allotment Project
Morton Street - Grade, base, and pave

PAYMENTS TO CONTRACTOR

	Item	Qty.		@	Total
1.	General excavation	258.11	c.y.	$ 2.00	$ 516.22
2.	Adjust manholes	3	each	80.00	240.00
3.	Adjust catch basins	0	--	--	--
4.	Coarse crushed material in base	1738	c.y.	3.00	5,214.00
5.	3/4"-0" in base & shoulders	662	c.y.	3.50	2,317.00
6.	Sprinkling	54	M/gal.	4.00	216.00
7.	Preparation of base	0.31	mile	1500.00	465.00
8.	3/4"-0" material in binder course	52	c.y.	4.00	208.00
9.	MC-2 asphalt in binder	6.74	tons	80.00	539.20
10.	Class B asphaltic concrete	758	tons	12.00	9,096.00
11.	Extra for paving approaches	14	each	50.00	700.00

Subtotal, Contract Items	$19,511.42
Engineering & Contingencies	1,861.44
Survey	811.16
TOTAL COST..............................	$22,184.02
Agreed State Share......................	$20,000.00
Agreed City Share.......................	2,184.02
City Advance Deposit....................	5,000.00
REFUND DUE CITY.........................	$ 2,815.98

HCA:mm

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[illegible]V 19 1959
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COMMISSIONERS
N. K. [illegible]
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

323-1710

54-37

November 18, 1959

Mr. Weldon Reynolds
City Recorder
Vale, Oregon

761

(Assignment 761-GSP)

Dear Mr. Reynolds:

With reference to your letter of November 16 regarding Contract No. 5429, we believe final costs will be available on or about December 15, 1959.

From the latest information available it appears that the city will have a refund due of between $2,000 and $2,500 which will likely be sent to you by the end of the year at the latest.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. C. Ayers
Field Engineer, County and City Relations

HCA:mm

cc: G. S. Paxson ✓

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]PAXSON

KERM DECKER, Mayor
WELDON REYNOLDS, Recorder
VERL W. DOWERS, Treasurer
RAYMOND NORMAN, Water Supt.
JOHN BARKLEY Street Supt.
ROBERT G. INGRAM, Chief of Police

City of Vale

County Seat of Malheur County

COUNCILMEN

Ernest Monson
Glenn Hysell
Kenneth Johnson
Karl Doman
Eugene Becker

VALE, OREGON

November 16th, 1959

REFERRED TO
Paxson
BY SECRETARY

PLEASE RETURN TO
G. S. PAXSON

Oregon State Highway Commission
Salem, Oregon

RE: Contract N°. 5429
City Street
Vale, Malheur County, Oregon

Dear Sir:

Would the Commission please furnish this City with a statement as to the final outcome of the above noted contract.

We would appreciate knowing if the city has a refund coming and if so, the approximate date of payment by the Highway Commission. This information is vital to our street repair projects planned for the near future.

Respectfully

Weldon Reynolds

Weldon Reynolds
City Recorder

RECEIVED
NOV 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1959
FOR FILING

W. C. Williams

A

NOTE
W. C. WILLIAMS

October 14, 1959

Vale (Morton Street)
Contract No. 5429

FINAL COST ANALYSIS
Grading & Paving
Contractor: Russell Olson Construction Co.
Resident Engineer: Loren A. Weber

City Street
Prefix No. 323-1710

323-1710

Item 5429	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. General Excav., Unclas.	258.11	Cu. Yd.	2.00	2.00	516.22	516.22
2. Adjust Manholes	3	Each	80.00	97.63	292.89	240.00
* 4. Coarse Cr. Mat'l in Base	1,738	Cu. Yd.	3.00	3.00	5,214.00	5,214.00
* 5. 3/4"-0 Mat'l in Base	662	Cu. Yd.	3.50	3.50	2,317.00	2,317.00
* 6. Sprinkling	54	M-Gal.	4.00	4.00	216.00	216.00
* 7. Preparation of Base	.31	Mile	1,500.00	1,500.00	465.00	465.00
* 8. 3/4"-0 Mat'l in Binder Cse.	52	Cu. Yd.	4.00	4.00	208.00	208.00
* 9. MC-2 Asphalt	6.74	Ton	80.00	80.00	539.20	539.20
*10. Cl. "B" Asph. Concrete	758	Ton	12.00	12.51	9,483.44	9,096.00
11. Extra for Paving Approaches	14	Each	50.00			700.00
					$19,251.75	$19,511.42

Gross Revenue	$ 19,511.42
Total Cost	19,251.75
Net Profit	$ 259.67

Net Profit equals 1.33% of Gross Revenue

* C.E. Leseberg (all or in part)

RECEIVED
1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5429

Labor:			
Labor Supervision		$ 438.38	
Labor, General		2,689.59	
Labor Insurance and Health and Welfare		220.50	$ 3,348.47
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		898.04	
Equipment Rental, Hired, Full Operated		629.35	
Gas, Oil, and Grease		262.63	
Bord		83.49	
Adjust Manholes		216.00	
Small Tools and Misc. Supplies		150.00	
Home Office and General Overhead		863.39	3,102.90
Materials:			
85-100 Asphalt		1,808.96	
A.C. Aggregates	758 Ton @ $2.00	1,516.00	3,324.96
Subcontractor:			
C.E. Leseberg		9,475.42	9,475.42
	TOTAL COST		$ 19,251.75

Remarks - Contract No. 5429

This was a "State Project" consisting of the construction of 0.31 mile of roadbed, involving 258.11 cubic yards of excavation; the construction of 0.31 mile of stone base and shoulders, involving 2,452 cubic yards of crushed materials; and the construction of asphaltic concrete pavement, involving 758 tons of asphaltic concrete on Morton Street in the City of Vale in Malheur County

This project was bid March 3rd, awarded March 11th, and completed June 16, 1959.

C.E. Leseburg started grading operations on this project May 16, 1959, using a caterpillar D-6 with a mounted front end loader and four dump trucks. Grading was completed and all base material placed by Saturday, May 23rd. The binder was shot and placed on the following Monday.

Russell Olson moved in his asphalt mixing plant on June 4th. Paving was started Monday, June 8th, and completed and shoulder material placed by June 12th. Cleaning up was done the following week completing the entire project June 16, 1959.

The contractor made a very small profit due to the fact that all the work, with the exception of items 2, 10 and 11, was done by C.E. Leseberg at bid prices. The aggregates for the "AC" mix was purchased from Leseberg at $2.00 per ton of asphaltic concrete mix. The move in, labor on set up, and labor in general was rather high for the amount of work done.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

A

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

323-710

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5429	3 Final	Russell Olson Construction Co., Inc	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19696	18218	$ 585.34	8/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from March 21, 1959**

Time Extensions: **None of record**

Completion Date: **June 16, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 17, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

O. H. Head
For Floyd Query
Secretary

NOTED ON CARD
lc

Warrant Mailed:

AUG 17 1959

RECEIVED
JUL 29 1959
FOR FILING

[illegible]

[illegible]

July 29, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5429 for grading-paving Morton Street in Vale, Malheur County, was completed by the contractor, Russell Olson Construction Company, Inc., on June 16, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $585.34 will be released to the contractor on or after August 10, 1959. The total contract amount is $19,511.42, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Penland-Williamson Agency
Pendleton, Oregon

A

RECEIVED
JUL 13 1959
FOR FILING

323-1710

5429

July 6, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc., on contract #5429 covering grading-paving city street (Morton Street) in Vale, Malheur County.

This payment, in the amount of $11,236.12 will be released to contractor on or after July 16, 1959. The retained percentage is $585.34.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Glens Falls Insurance Company
cc: Penland-Williamson Agency
Pendleton
Oregon

Form E-1—(Rev.)—

323-1710

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1959

Section Vale (Morton Street)

Kind of work Grading and Paving

Highway City Street County Malheur

Section prefix 323-1710

Contractor Russell Olson Const. Co., Inc.

Contract number 5429

Date of contract March 11, 1959

Specified work days 60

Date work started May 16, 1959

Work days used 54

Project authorization . . . . . $ 24,643.13

Exclusive of engineering . . . . $ 22,890.73

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . $ 19,511.42

Estimated per cent ~~overrun~~ or underrun . . . . 10.7 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 1752.40

Engineering cost to date $ 1239.29, 71 %

Date project was completed June 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor completed this project June 16, 1959 and the Semi-final was mailed to Division Office June 18, 1959.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Noted
A. R. Juve

NOTED
C. L. PAULSEN

Signed

Address P.O.Box 3, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0.31
Miles partially completed					
Miles completed	0.31	0.31			0.31
Total estimated quantities (contract)	380	2440			920
Total quantities corrected to date	258	2400			758
Estimated quantities moved or placed to date	258	2400			758
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		3			

Men	
Supervision	1
Men and trucks under 3 tons	1
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ..1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

A

RECEIVED
7 - 1959
FOR FILING

323-1710

5429

FORM S-129 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 7, 1959

Russell Olson Construction Co., Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5429 for grading-paving Morton Street in the City of Vale in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

A

RECEIVED
MAR 30 1959
FOR FILING
[illegible]
5429

Salem, Oregon
March 26, 1959

[illegible] #34

$250,000 Fund Agreement
City of Vale

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Vale covering the Special City Allotment project on Morton Street in Vale.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Vale.

Ass't. Secretary

[illegible]
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1959

SUBJECT: $250,000 Fund Agreement
City of Vale

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Morton Street in Vale. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 10/23/58.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHOR[illegible]
DATE 10-23 58 Min Page 37
Floyd Query
[illegible]

RECEIVED
MAR 27 1959
FOR FILING

[illegible]

5429

A

March 26, 1959

Weldon Reynolds, City Recorder
City Hall
Vale, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Vale a fully executed copy of an agreement between the State Highway Commission and the City of Vale covering the Special City Allotment project on Morton Street in the City of Vale.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rn
Enc. 1

NOTED
C. G. SWENSON

March 13, 1959

Mr. Weldon Reynolds
City Recorder
Vale, Oregon

NOTED
V. R. JO

Dear Mr. Reynolds:

The City's advance deposit of $5,000 on the Special City Allotment project on ~~D[illegible]~~ Main Street has been received and Contract No. 5429 has been awarded to Russell Olson Construction Company of Pendleton.

A copy of the contract and plans is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations,

HCA:mm
Encl.

RECEIVED
MAR 24 1959
FOR FILING

323-1710

5429

March 11, 1959

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your proposal for the grading and paving project in Vale (Morton street) in Malheur County for the sum of $21,855.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5429.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Seattle, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, c/o Daily Journal of Commerce, Seattle, Washington.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 11, 1959

Russell Olson Construction Company
Stangier Brothers Building
Pendleton, Oregon

Contract for grading and paving in Vale (Morton Street) in Malheur County for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

NOTED
[illegible] C. [illegible]

NOTED
C. G. SWENSON

March 5, 1959

Mr. Weldon Reynolds
City Recorder
Vale, Oregon ✓

$250,000 fund, '57

NOTED

Dear Mr. Reynolds:

On March 3, 1959, the State Highway Commission received a bid on the Morton Street city allotment project in Vale. The low bid was received from Russell Olson Construction Company of Pendleton and the estimated cost based on this bid is as follows:

Contract Items	$21,855.00
Extra Item (flagging)	50.00
Engineering and Contingencies	2,738.13
Survey	450.00
Total - - - - - - - - - -	$25,093.13

As per the agreement between the city and state, the city is to pay all costs in excess of $20,000 and is to make this payment by means of an advance deposit. If the city wishes to proceed with this project an advance deposit of $5,000 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Check
Received
3-10-59

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:cg

Resolution No. ____

2-5-59

WHEREAS THE STATE OF OREGON, acting by and through its **STATE HIGHWAY COMMISSION**, has caused to be prepared and submitted to the CITY OF Vale an agreement providing for the improvement of Morton Street from 14th Street to the east city limits a distance of approximately 0.31 mile within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Vale Oregon that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Vale on the 5th day of February, 1959

Kum D. Eiber
Mayor

ATTEST:

Weldon Reynolds
Recorder

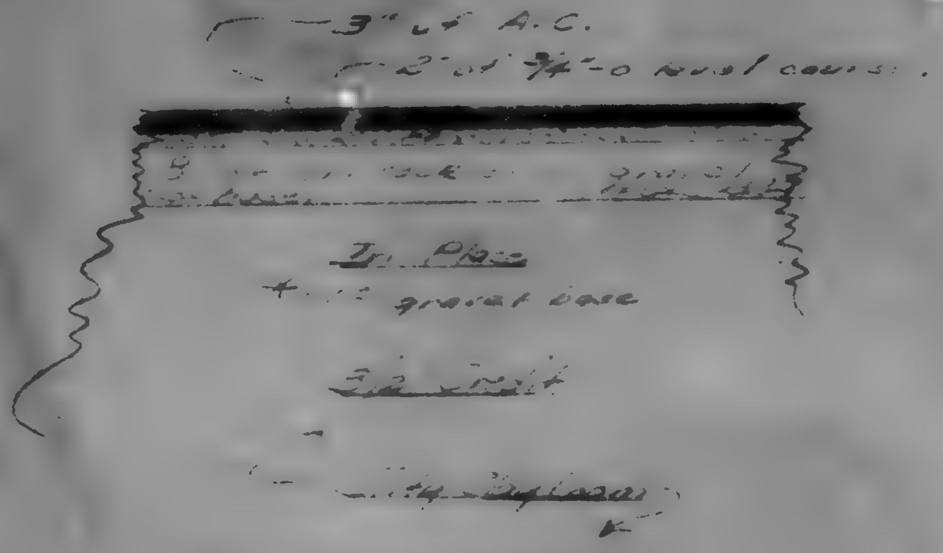
RECEIVED FEB 1959

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

[illegible] Bypass Highway [illegible] of Vale County [illegible] Prefix

[illegible] Length of Project ____ Miles. Sta. ________ to Sta. ________ Date ________

Expected Frost Penetration - 24" TYPICAL SECTIONS Traffic Classif. - Medium



[illegible] Soil
[illegible]
7 PI
91 % -200
52 % Silt
38 % Clay
4 'R' Value

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
24			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	[illegible]
Base material source to be determined by the Engineer									
* Test on existing base.	456588	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	—	

cc. Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer

Submitted by [illegible]

[redacted]

Recommended by [illegible]

Recommended by

Approved by

RECEIVED
JAN [illegible]
FOR FILING

12-30-58

NOTED
W. C. WILLIAMS

R

323-1710
5429

LOCATION PROSPECTUS
MORTON STREET (10TH STREET to 14TH STREET) SECTION
CITY OF VALE
MALHEUR COUNTY

The following prospectus is submitted in regard to Morton Street in Vale. The westerly end of the project is at the intersection of Morton Street with 14th Street. The easterly terminus is at the intersection of Morton Street with 10th Street. The overall length of the project is 0.31 mile.

This will be a location survey for the purpose of preparing plans for surfacing and paving a section of Morton Street in Vale. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for surfacing and paving two 10-foot running lanes with 4-foot shoulders. The final, approved base design by G. L. Decker is:

A.C. Base and Wear	3"
3/4"-0 Level Course	2"
Coarse Crushed Base	8"
Total	13"

Adequate quantities of material are available from local sources.

There are no State Parks affected by the project.

December 30, 1958

Attachment.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

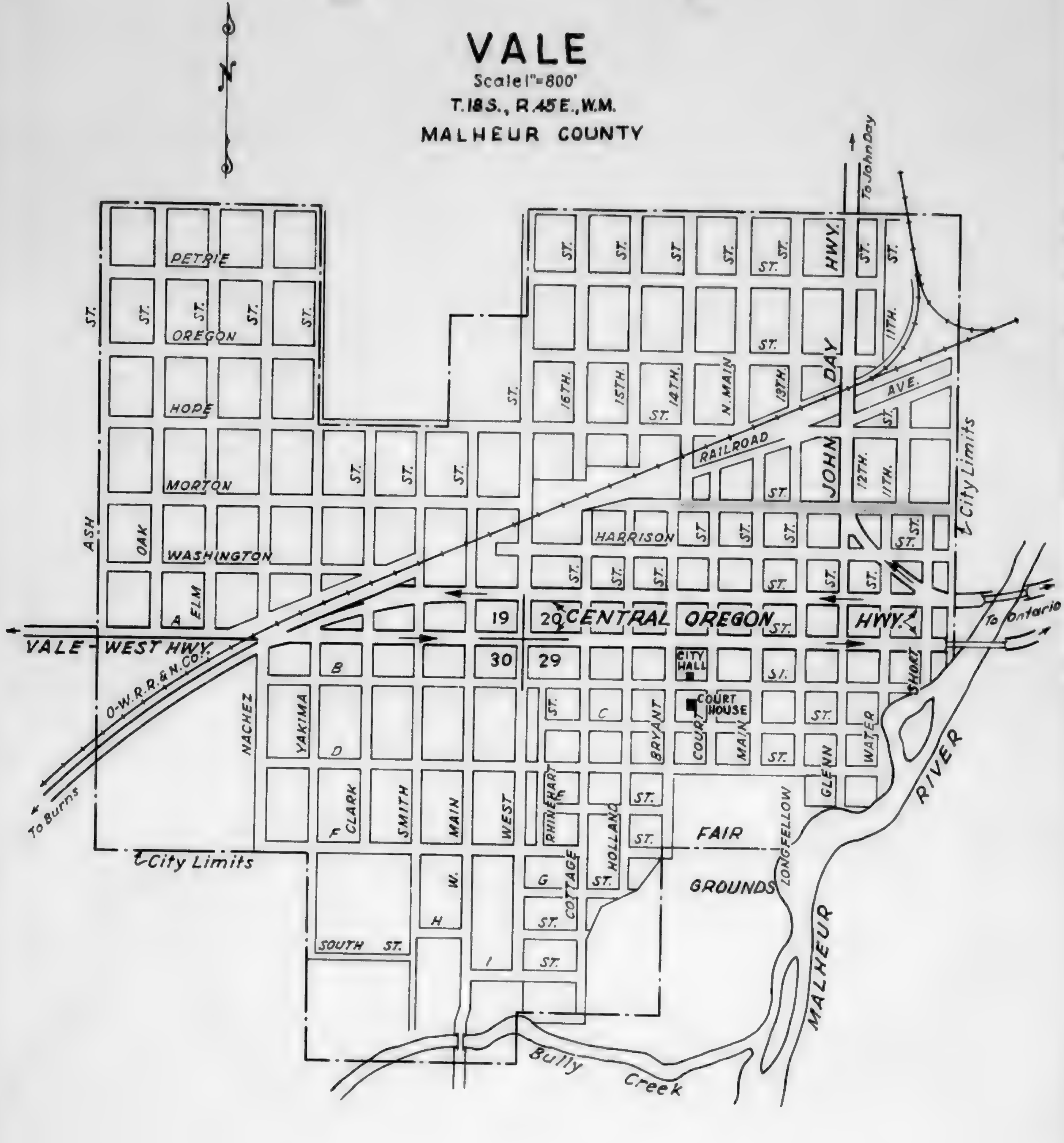
RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

VALE

Scale 1" = 800'

T. 18 S., R. 45 E., W.M.

MALHEUR COUNTY


N
PETRIE
OREGON
HOPE
MORTON
WASHINGTON
ASH ST.
OAK ST.
ELM
A
B
C
D
F
G
H
I
ST.
VALE - WEST HWY.
O-W.R.R.& N. Co.
To Burns
City Limits
NACHEZ
YAKIMA
CLARK
SMITH
MAIN
WEST
W.
SOUTH ST.
PHINEHART
COTTAGE
HOLLAND
BRYANT
COURT
MAIN
GLENN
WATER
SHORT
LONGFELLOW
FAIR
GROUNDS
CITY HALL
COURT HOUSE
19
20
30
29
CENTRAL OREGON HWY.
HARRISON
RAILROAD AVE.
JOHN DAY HWY.
To John Day
16TH.
15TH.
14TH.
N. MAIN
13TH.
12TH.
11TH.
City Limits
To Ontario
MALHEUR RIVER
Bully Creek

Rev. 6-4-'56

5-8-58

RESOLUTION

RECEIVED
12 1958
COUNTY

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of VALE is an incorporated city of the State of Oregon, and has a population of 1518, as given by the latest official census, and

WHEREAS, the following streets of said city, VALE, OREGON

Form cc-50 (1953 Rev.)
Special City Allotment

MORTON STREET FROM THE EAST CITY LIMITS OF VALE TO

BRYANT STREET.

14th STREET FROM MORTON STREET TO HOPE STREET.

HOPE STREET FROM 14th STREET TO WEST STREET.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

MORTON STREET FROM THE EAST CITY LIMITS OF VALE TO

BRYANT STREET.

14th STREET FROM MORTON STREET TO HOPE STREET.

HOPE STREET FROM 14th STREET TO WEST STREET.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of VALE does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate JOHN BARKLEY as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of MAY, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of VALE, OREGON at a regular or special meeting of said Council, held on the 8 day of MAY, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of MAY, 1958.

Weldon Reynolds
City Recorder

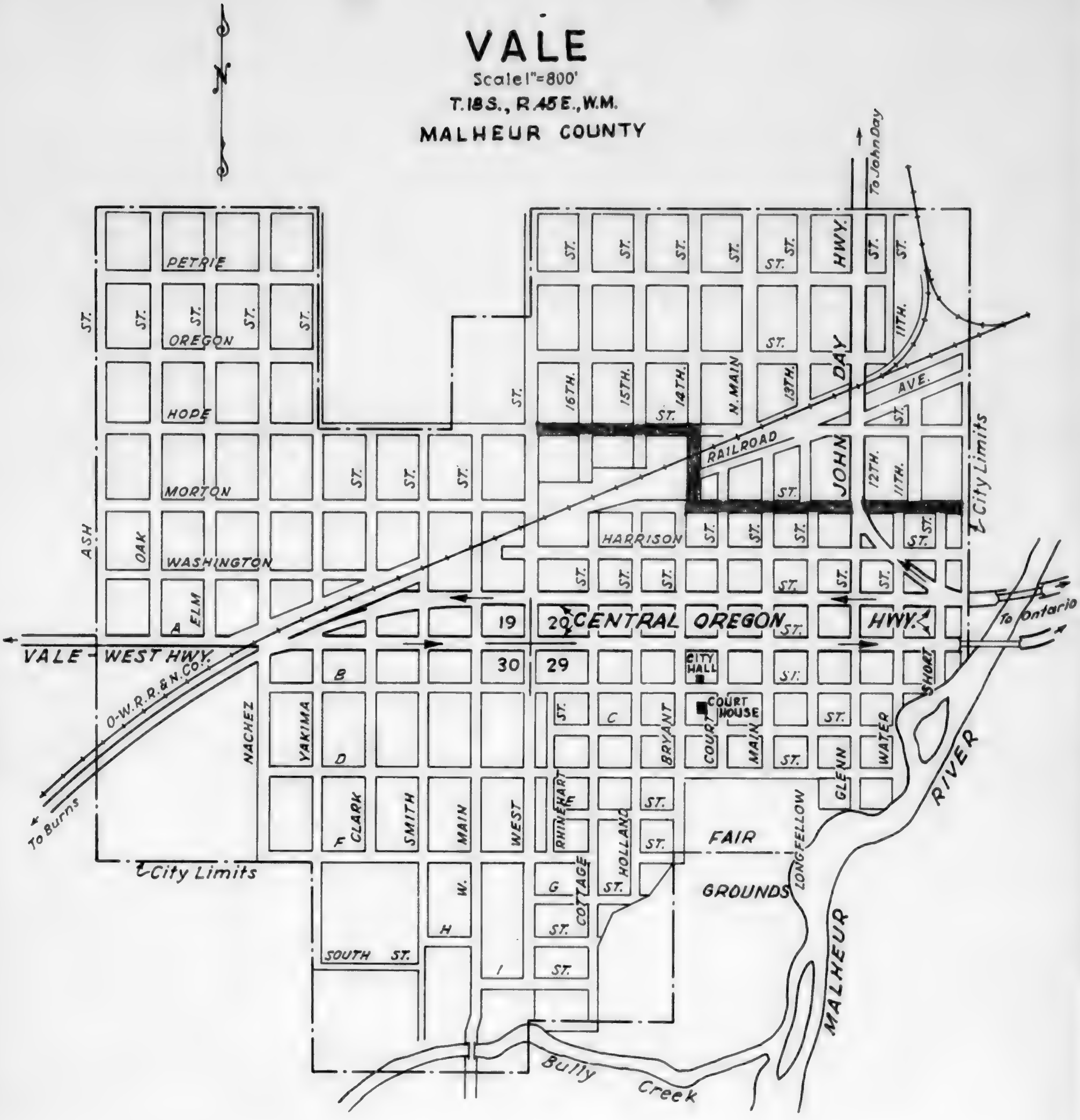
Form cc-50 (1953 Rev.)

VALE

Scale 1" = 800'

T. 18 S., R. 45 E., W.M.

MALHEUR COUNTY


N
To John Day
PETRIE
OREGON
HOPE
MORTON
WASHINGTON
ASH
OAK
ELM
A
ST.
16TH.
15TH.
14TH.
N. MAIN
13TH.
12TH.
11TH.
JOHN DAY HWY.
RAILROAD AVE.
HARRISON
City Limits
CENTRAL OREGON HWY.
To Ontario
19
20
30
29
VALE-WEST HWY.
O-W.R.R.&N.CO.
To Burns
B
CITY HALL
COURT HOUSE
NACHEZ
YAKIMA
C
BRYANT
COURT
MAIN
SHORT
GLENN
WATER
D
E
CLARK
SMITH
MAIN
WEST
RHINEHART
COTTAGE
HOLLAND
F
G
H
W.
I
SOUTH ST.
FAIR GROUNDS
LONGFELLOW
MALHEUR RIVER
Bully Creek
City Limits

Rev. 6-4-'56

331-1711 Elgin (Division St.) Grad. 1959
#5430 & Pav. Proj.

Form A-150—5M—6-59

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62492

Date October 16, 1959

Your Req. No.

Billing Request No. cc 514

Credit Distribution: None

City of Elgin
Elgin, Oregon

Attn: Mr. A. P. Miller, City Recorder

Final Billing: City share of total cost of Division Street basing and paving project.

Advance Deposit		$2,600.00
Total Cost	$18,811.60	
Less agreed State share	20,000.00	
Agreed City Share		None
To be refunded		$2,600.00

ACKNOWLEDGMENT OF BILLING REQU

Cash Received with Request: $

By

State Printing 21127

NOTED
V. R. [illegible]

xxxxxxxxxxxxxxxxxxxx

NOTED
Harold C. Ayers

October 16, 1959

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
John F. Hagemann

Dear Mr. Miller:

Final costs have been determined on the Special City Allotment project on Division Street in Elgin. As shown in the attached statement of costs, the cost did not exceed the State's agreed share. The City's advance deposit of $2,600 will therefore be returned.

A check in this amount will be forwarded to you by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

Form A-191—10M—

REGON STATE HIGHWAY DEPARTMEN

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

Address invoice to:
City of Elgin
Elgin, Oregon

Attention of Mr. A. P. Miller, City Recorder

Request No. (assigned by staff engineer or head of division) cc-514

Date 10/15/59

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: City share of total cost of Division Street basing and paving project. Covered by agreement dated 1/30/59.

ADVANCE DEPOSIT -- $2,600

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Total Cost	$18,811.60	
		Less agreed State share	20,000.00	
		Agreed City Share ------		$--
		REFUND DUE CITY -------		$2,600

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $2,600

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:
331-1711-295

Submitted by:
H. C. Ayers

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COST
October 15, 1959

CONTRACT NO. 5430

CITY OF ELGIN: Special City Allotment Project
Division Street - Grade, base, and pave

PAYMENTS TO CONTRACTOR

	Item	Qty.		@	Total
1.	Drainage excavation	33.97	c.y.	$ 6.00	$ 203.80
2.	General excavation	503.7	c.y.	1.00	503.70
3.	12" concrete pipe	357	l.f.	4.00	1,428.00
4.	Coarse crushed material	1449	c.y.	3.50	5,071.50
5.	3/4"-0" material in base	431	c.y.	3.50	1,508.50
6.	Sprinkling	25	M/gal.	4.00	100.00
7.	Preparation of base	0.29	mile	1500.00	435.00
8.	3/4"-0" material in binder	30	c.y.	6.00	180.00
9.	MC-2 asphalt in binder	5.08	tons	80.00	406.40
10.	Class B asphaltic concrete	626.39	tons	12.00	7,516.68
11.	Extra for approaches	5	each	50.00	250.00

Subtotal, Contract Items	$17,603.60
Engineering & Contingencies	800.23
Survey	407.77
TOTAL COST	$18,811.60
AGREED STATE SHARE	$20,000.00
AGREED CITY SHARE	$--
CITY ADVANCE DEPOSIT	$ 2,600.00
REFUND DUE CITY- - - - - - - - - - -	$ 2,600.00

HCA:mm

RECEIVED
AUG [illegible] 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 20, 1959

331-1711

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5430	3 Final	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20226	24331	$ 528.11	8/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 65 workdays from March 21, 1959

Time Extensions: None of record

Completion Date: Juhe 17, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 20, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 21 1959

[illegible]

8/21/59
jmc

RECEIVED
AUG 4 - 1959

FOR FILING

331-[illegible]

5430

August 4, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5430 for grading-paving Division Street in Elgin, Union County, was completed by the contractor, E. H. Itschner Company, on June 17, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $528.11 will be released to the contractor on or after August 14, 1959. The total contract amount is $17,603.60, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

A

RECEIVED
JUL 13 1959
FOR FILING

331-171

5430

July 6, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Company on contract #5430 covering grading-paving Division Street in Elgin, Union County.

This payment, in the amount of $8,702.14 will be released to contractor on or after July 16, 1959. The retained percentage is $528.11.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1959

Section Elgin (Division Street)
Kind of work Grading and Paving
Highway City Street County Union
Section prefix 331-1711
Contractor E. H. Itschner Co.
Contract number 5430
Date of contract March 11, 1959
Specified work days 65
Date work started April 27, 1959
Work days used 50
Project authorization $ 22,230.00
Per cent of time elapsed 77 %
Exclusive of engineering $ 20,649.20
Estimated cost of completed project, exclusive of engineering $ 18,500.
Estimated per cent overrun or underrun underrun 10 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 1,580.80
Engineering cost to date $ 900., 60 %
Date project was completed 6-[illegible], 19 5[illegible]

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor paved Monday and Tuesday and put the shoulders on Wednesday. The job is complete.

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed J. V. Bleckenstoff
Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29	0.29			0.29
Miles partially completed					
Miles completed	0.29	0.29			0.29
Total estimated quantities (contract)	980	2,080			700
Total quantities corrected to date	503.7	1,860			630
Estimated quantities moved or placed to date	503.7	1,860			630
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15
Men					14
Supervision					1
Men and trucks under 3 tons					
Men and trucks over 3 tons					3
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Paver 1 .... Paving Plant 1 . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Hot		
Friday	Hot.		
Saturday			

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
R 17 1959
FOR FILING

April 17, 1959

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5430, awarded Mar. 11, 1959,
> for grading and paving on the Elgin
> (Division St.) Section in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
MAR 27 1959

FOR FILING

[illegible]

5430

March 26, 1959

A. P. Miller, City Recorder
City Hall
Elgin, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Elgin a fully executed copy of an agreement between the State Highway Commission and the City of Elgin covering the Special City Allotment project on Division Street in the City of Elgin.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By__________________________
C. W. Head, Assistant Secretary

rn
Enc. 1

A

#5430

RECEIVED
MAR 30 1959
FOR FILING

221-1711
5430

Salem, Oregon
March 26, 1959

So. State Hwy St. Funds #75

$250,000 Fund Agreement
City of Elgin

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Elgin covering the Special City Allotment project on Division Street in the City of Elgin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Elgin.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1959

SUBJECT: $250,000 Fund Agreement
City of Elgin

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Division Street in Elgin. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 10/23/58.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY [illegible] COMMISSION
DATE 10-23-58 Min. Page 32
Floyd Query
Secretary

NOTED
C. G. SWENSON

March 13, 1959

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
V. R. JO

Dear Mr. Miller:

1959

The City's advance deposit of $2,600 on the Special City Allotment project on Division Street has been received and Contract No. 5430 has been warded to E. H. Itschner Company of Molalla.

Enclosed is a copy of the contract and plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
MAR 31 1959
FOR FILING

331-711

54-

March 11, 1959

Mr. E. H. Itschner
P. O. Box 316
Molalla, Oregon

Dear Mr. Itschner:

The State Highway Commission on March 5, 1959 accepted your proposal for the grading and paving project in Elgin (Division Street) in Union County for the sum of $19,760.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5430.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Seattle, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, c/o Daily Journal of Commerce, Seattle, Washington.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
- TELEGRAM ☐
- DAY LETTER ☐
- NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
- FULL RATE ☐
- LETTER TELEGRAM ☐
- SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 11, 1959

E. H. Bachner
Molalla, Oregon

Contract for grading and paving in Elgin (Division Street) in Union County for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

NOTED

NOTED
C. G. SWENSON

March 5, 1959

NOTED

Mr. A. P. Miller
City Recorder
Elgin, Oregon

Dear Mr. Miller:

On March 3, 1959, the State Highway Commission received a bid on the Division Street city allotment project in Elgin. The low bid was received from E. H. Itschner Company of Molalla and the estimated cost based on this bid is as follows:

Contract Items	$19,760.00
Engineering and Contingencies	2,470.00
Survey	400.00
Total - - - - - - - - - - - -	$22,630.00

As per the agreement between the city and state, the city is to pay all costs in excess of $20,000, and is to make this payment by means of an advance deposit. If the city wishes to proceed with the project an advance deposit of $2,600 is required. Please make this deposit by means of a check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

Check
Received
3-10-59

CGS:eg

Resolution No. [illegible]

1-30-59

WHEREAS THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF ELGIN an agreement providing for the improvement of Division Street from 19th Avenue Westerly FOR approximately 0.28 mile. within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Elgin that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Elgin on the 30th day of January, 1959.

ATTEST: ____________________
RECORDER

____
MAYOR

RECEIVED
JAN [illegible] 1959
FOR FILING

331-1711

5430

1-2-59

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
DIVISION STREET (S. 19TH AVENUE to S. 23RD AVENUE)
CITY OF ELGIN
UNION COUNTY

The following prospectus is submitted in regard to Division Street in Elgin. The easterly terminus is at the intersection of S. 19th Avenue and Division Street. The westerly terminus is 0.31 mile westerly of 19th Avenue on Division Street near its intersection with S. 23rd Avenue.

This will be a location survey for the purpose of preparing plans for surfacing and paving a section of Division Street in Elgin. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for surfacing and paving two 11-foot running lanes with 3-foot shoulders. The final, approved base design by G. L. Decker is:

A.C. Base and Wear	3"
3/4"-0 Level Course	2"
Coarse Crushed Base	8"
Total	13"

Adequate quantities of material are available from local sources.

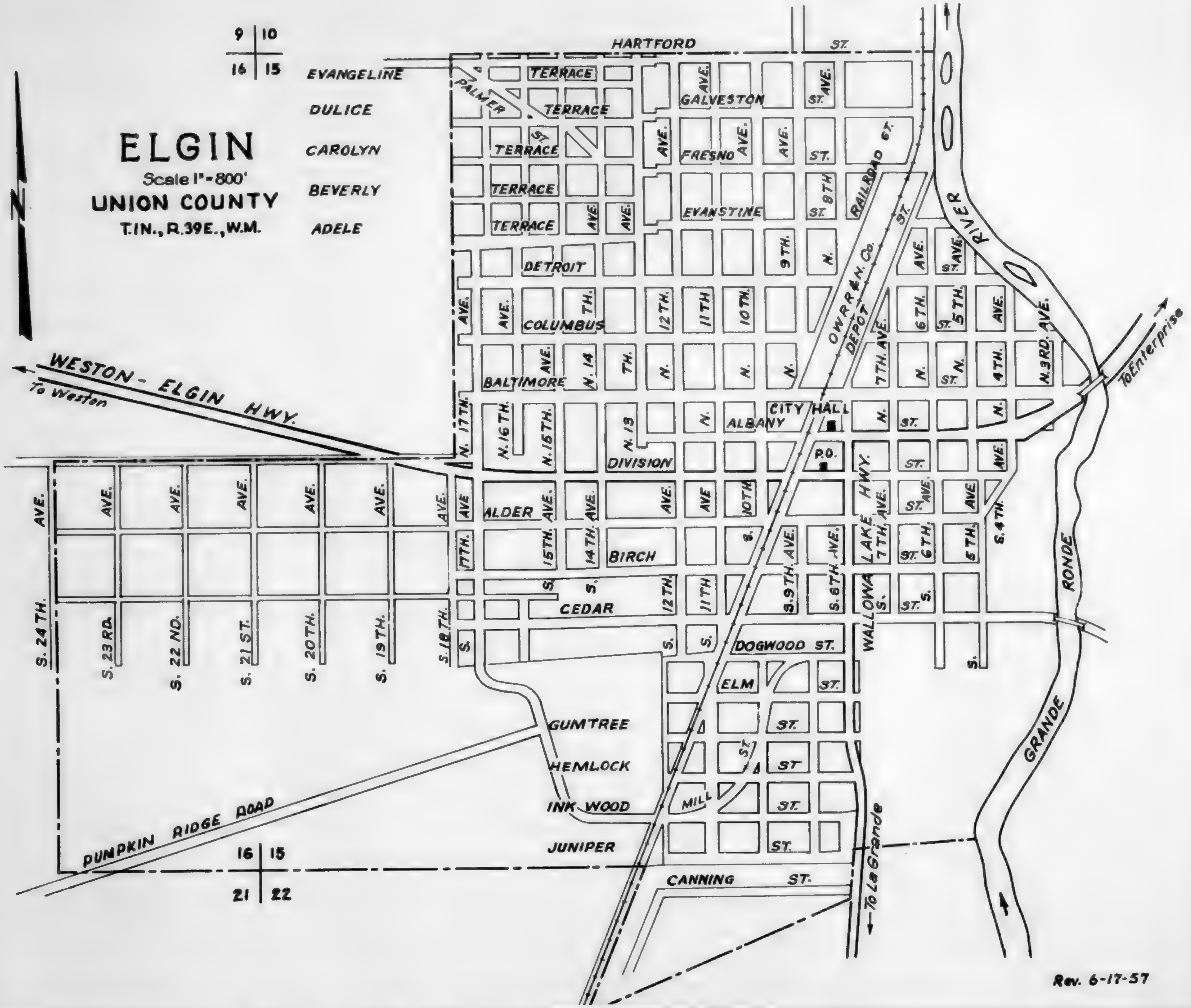
There are no State Parks affected by this project.

January 2, 1959

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER



ELGIN

Scale 1" = 800'

UNION COUNTY

T.1N., R.39E., W.M.

9 | 10
16 | 15
EVANGELINE
DULICE
CAROLYN
BEVERLY
ADELE
N
HARTFORD ST.
TERRACE
PALMER ST.
GALVESTON ST. AVE.
FRESNO AVE.
EVANSTINE
8TH ST.
RAILROAD ST.
DETROIT
COLUMBUS
BALTIMORE
N. 17TH. AVE.
N. 16TH.
N. 15TH.
N. 14 TH.
N. 13
N. 12TH.
N. 11TH
N. 10TH.
N. 9TH.
N. 8TH
OWRR & N. Co.
DEPOT ST.
N. 7TH. AVE.
N. 6TH. AVE.
N. 5TH. AVE.
N. 4TH. AVE.
N. 3RD. AVE.
ALBANY ST.
CITY HALL
P.O.
DIVISION ST.
WALLOWA LAKE HWY.
WESTON - ELGIN HWY.
To Weston
ALDER
BIRCH
CEDAR
DOGWOOD ST.
ELM ST.
S. 17TH. AVE.
S. 15TH. AVE.
S. 14TH. AVE.
S. 12TH. AVE.
S. 11TH AVE.
S. 10TH.
S. 9TH. AVE.
S. 8TH. AVE.
S. 7TH. AVE.
S. 6TH. AVE.
S. 5TH. AVE.
S. 4TH. AVE.
S. 18TH. AVE.
S. 19TH. AVE.
S. 20TH. AVE.
S. 21 ST. AVE.
S. 22 ND. AVE.
S. 23RD. AVE.
S. 24TH. AVE.
GUMTREE ST.
HEMLOCK ST
INK WOOD ST.
JUNIPER ST.
MILL ST.
CANNING ST.
PUMPKIN RIDGE ROAD
16 | 15
21 | 22
To La Grande
GRANDE RONDE RIVER
To Enterprise

Rev. 6-17-57

October 27, 1958

Mr. A. P. Miller
City Recorder
Elgin, Oregon

Dear Mr. Miller:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for a cooperative construction project on Division Street, from 19th Avenue westerly for approximately 0.31 miles, under the provisions of the Special City Allotment fund act.

The project was approved on the basis of the City paying all costs of the project in excess of $20,000. The States project is to consist of the placing of approximately 10" of base rock, 2" of leveling course, and 3" of asphaltic concrete wearing surface 20' in width.

You will be contacted in the near future to work out construction details and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:cg

NOTED
C. G. SWENSON

31
(1959)

Elgin
Preliminary Estimate

Division Street from S. 19th Ave westerly for approximately 0.31 miles

Place 10" base course 2" leveling course 28' width 3½" asphaltic concrete 22' width.

Blade Grader	24 hrs	$12.00	288.00
Drainage excavation	25 cu yds	4.00	100.00
12" Concrete pipe	120 lin ft.	3.00	360.00
Coarse Crushed material in base	2400 cu yds	4.00	9600.00
¾"-0 in base & shoulders	530 cu yds	4.75	2517.50
Sprinkling	42 M/gal	4.00	168.00
¾"-0 in binder	46 cu yds	5.00	230.00
MC 2 in binder	7 tons	70.00	490.00
Class B Asphaltic Concrete	750 tons	12.00	9000.00
	[illegible] Cont		$22,753.50
	[illegible]		2844.19
	[illegible]		650.00
			$26,247.69

Total Est $26,300.00

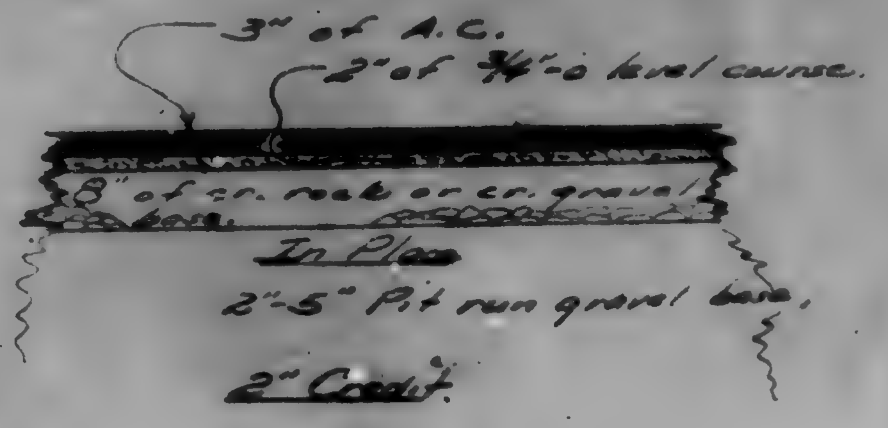
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Division Street
Section 14th St. - 23rd St. Highway City of Elgin County Union Prefix
Res. Engr. Length of Project Miles. Sta. to Sta. Date 9-10-58

*Reported Frost Penetration - 30" TYPICAL SECTIONS Traffic Classif. - Medium-Heavy

9-16-58

① Typical Soil
31 LL
0 PI
27 % P.200 (29% reduction)
15 % Silt
7 % Clay
15 "R" Value


3" of A.C.
2" of 3/4"-0 level course.
8" of cr. rock or cr. gravel base.
In Place
2"-5" Pit run gravel base.

2" Credit.

Gravelly Loam

Note: *Wearing surface thickness based on 1/2 the frost penetration.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3	A.C
			2	Level
			8	Cr. Ba
		2		
12½			*15	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
Staff Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highw.

$25,000 ('59 Elgin 6-19-58

Investigated condition and use of Division Street in Elgin and found it to be in poor condition and receiving excessive wear due to heavy & unusual industrial traffic. Log and lumber trucks from recently constructed large saw mill 90,000 bd ft. 3 shifts. Mr. Miller stated City would furnish funds needed in excess of $20,000 and would extend the drainage outfall wherever the survey indicated.

Division street requires 8" to 10" of base rock and A.C. 3".

Can recommend the project

H. C. Lyon.

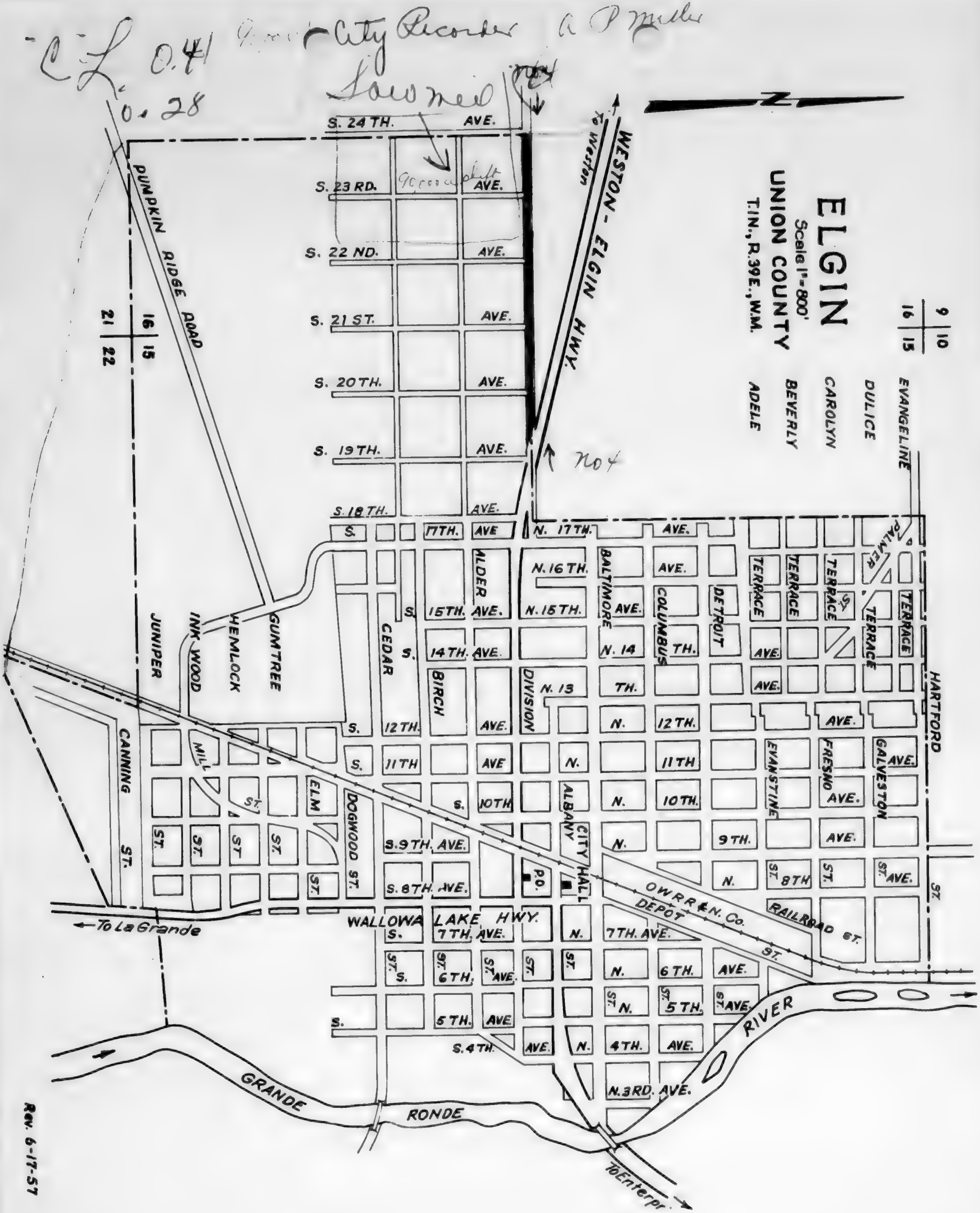
✓

C L 0.41
0.28

[illegible] City Recorder A P Miller

Low med

No 4



ELGIN
Scale 1" = 800'
UNION COUNTY
T.1N., R.39E., W.M.

Rev. 6-17-57

N
9 | 10
16 | 15
21 | 22
16 | 15
WESTON - ELGIN HWY.
To Weston
PUMPKIN RIDGE ROAD
S. 24TH. AVE.
S. 23 RD. AVE.
90000 asphalt
S. 22 ND. AVE.
S. 21 ST. AVE.
S. 20TH. AVE.
S. 19TH. AVE.
S. 18TH. AVE.
S. 17TH. AVE
N. 17TH. AVE.
N. 16TH. AVE.
S. 15TH. AVE.
N. 15TH. AVE.
S. 14TH. AVE.
N. 14 TH.
N. 13 TH.
S. 12TH. AVE.
N. 12TH. AVE.
S. 11TH AVE
N. 11TH AVE.
S. 10TH
N. 10TH. AVE.
S. 9TH. AVE.
N. 9TH. AVE.
S. 8TH. AVE.
N. 8TH ST. AVE.
S. 7TH. AVE.
N. 7TH. AVE.
S. 6TH. AVE.
N. 6TH. AVE.
S. 5TH. AVE.
N. 5TH. AVE.
S. 4TH. AVE.
N. 4TH. AVE.
N. 3RD. AVE.
EVANGELINE
DULICE
CAROLYN
BEVERLY
ADELE
PALMER
TERRACE
HARTFORD ST.
ALDER
BALTIMORE
COLUMBUS
DETROIT
CEDAR
BIRCH
DIVISION
ALBANY
CITY HALL
P.O.
EVANSTINE
FRESNO
GALVESTON
JUNIPER
INK WOOD
HEMLOCK
GUMTREE
CANNING ST.
MILL ST.
ELM ST.
DOGWOOD ST.
ST.
OWRR & N. Co.
DEPOT ST.
RAILROAD ST.
WALLOWA LAKE HWY.
← To La Grande
GRANDE RONDE RIVER
To Enterprise

No 31

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 13, 1958

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Elgin requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1959 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

No. 31

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Elgin is an incorporated city of the State of Oregon, and has a population of 1397, as given by the latest official census, and

WHEREAS, the following streets of said city, Division

Form cc-50 (1953 Rev.)
Special City Allotment

Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Division Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Elgin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of June, 1958.

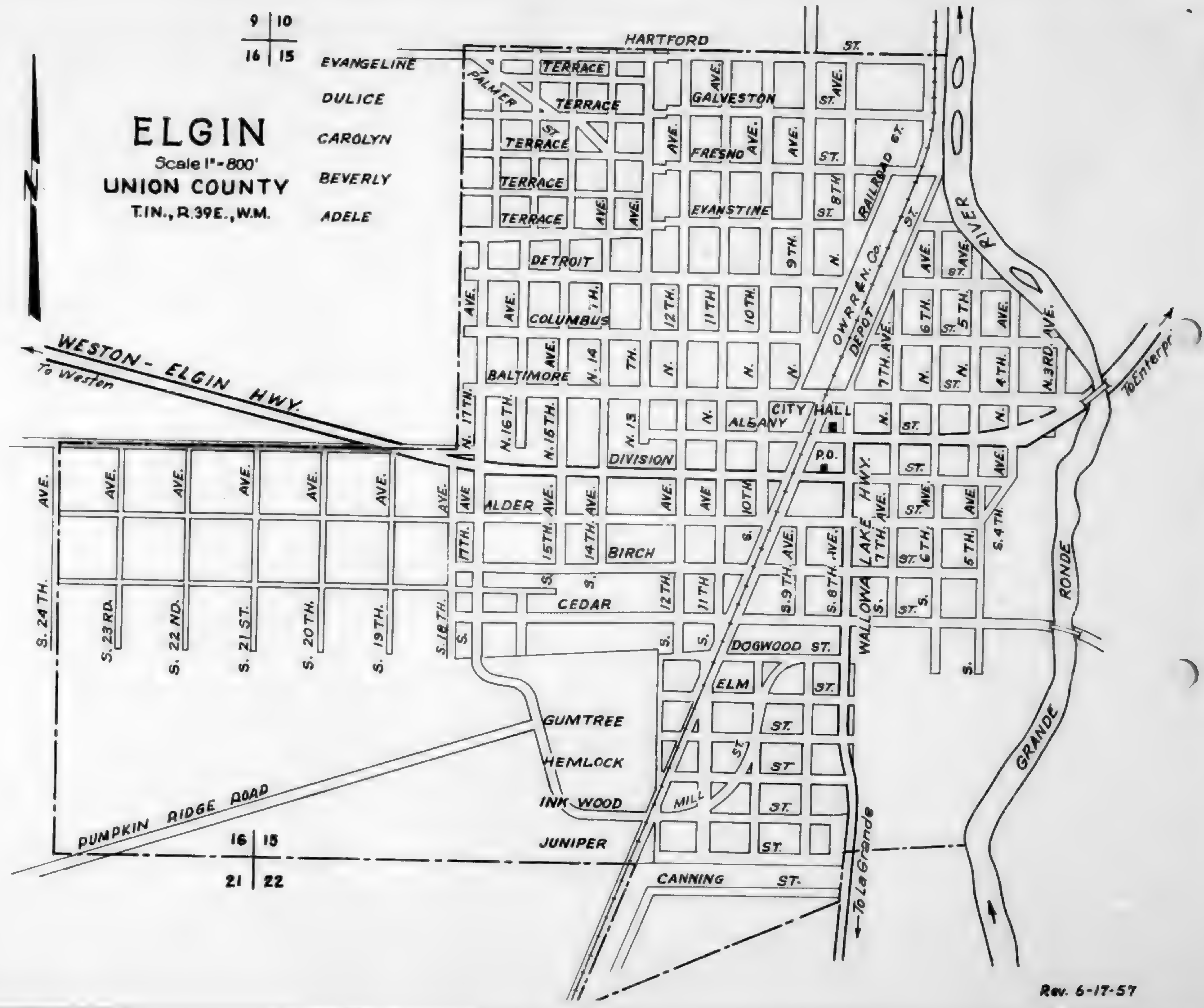
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Elgin at a regular or special meeting of said Council, held on the 10th day of June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of June, 1958.

AP Miller
City Recorder



ELGIN

Scale 1"=800'

UNION COUNTY

T.1N., R.39E., W.M.

Rev. 6-17-57

9 | 10
16 | 15
16 | 15
21 | 22
N
EVANGELINE
DULICE
CAROLYN
BEVERLY
ADELE
HARTFORD ST.
TERRACE
PALMER ST.
GALVESTON ST. AVE.
FRESNO AVE.
EVANSTINE
8TH ST.
RAILROAD ST.
DETROIT
COLUMBUS
BALTIMORE
N. 17TH.
N. 16TH.
N. 15TH.
N. 14
N. 13
N. 12TH.
N. 11TH
N. 10TH.
9TH.
OWR&N. Co.
DEPOT ST.
7TH. AVE.
6TH.
5TH.
4TH.
N. 3RD. AVE.
RIVER
CITY HALL
ALBANY ST.
P.O.
DIVISION
ALDER
BIRCH
CEDAR
DOGWOOD ST.
ELM ST.
GUMTREE ST.
HEMLOCK ST
INK WOOD ST.
MILL ST.
JUNIPER ST.
CANNING ST.
WALLOWA LAKE HWY.
S. 9TH. AVE.
S. 8TH. AVE.
S. 7TH. AVE.
S. 6TH. ST.
S. 5TH. AVE.
S. 4TH.
S. 10TH
S. 11TH
S. 12TH.
S. 14TH. AVE.
S. 15TH. AVE.
17TH. AVE
S. 18TH. AVE.
S. 19TH. AVE.
S. 20TH. AVE.
S. 21 ST. AVE.
S. 22 ND. AVE.
S. 23 RD. AVE.
S. 24TH. AVE.
WESTON - ELGIN HWY.
To Weston
PUMPKIN RIDGE ROAD
To La Grande
To Enterpr.
GRANDE RONDE

REX C. ROULET, Mayor
A. P. MILLER, City Recorder

CITY OF ELGIN
ELGIN, OREGON

COUNCILMEN
Paul Conley
Ken Adams
Ken Owens
Mrs. Nell Crum
Robert K. Wiles
Charles Anson

NOTED

NOTED

NOTED
[illegible] L. Ayers

June 5, 1958

NOTED
John F. Hagemann

Clarence G. Swenson, Engineer
County and City Relations Division
State Highway Department
Salem, Oregon.

Dear Sirs:

Will you please send the necessary application forms for paving under ORS 366.805. We feel we have a street that will qualify under this act.

Sincerely Yours,
A P Miller
A. P. Miller, Recorder
City of Elgin, Oregon

RECEIVED
[illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

Forms Sent
6/6/58

NOTED
JOHN D. GRAHAM

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

S-411(1) Alsea River Br. 1959

#5431

Fin. 350

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
H. S. COX

NOTED
C. G SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/23/60	co-619		502-1343-207

L 411 (2)
Contract 3431

Benton County
Corvallis, Oregon

Attn: County Court

INVOICE NUMBER
65388

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Alsea River Bridge Section, FAS 865, covered by agreement dated March 10, 1959			
Original advance deposit	$9,038.13		
Less amount previously transferred	7,038.13		$2,000.00
County share of costs as per attached statement	$7,771.75		
Less amount previously transferred	7,038.13		733.62
To be refunded			$1,266.38

RECEIVED
JUN 2 4 1960
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By_______________________________________

A 150X (REVISED 5-60)

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
C. G. SWENSON

June 23, 1960

NOTED
H. S. COX

NOTED
Harold C. Avers

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Final costs are now available for the Alsea River Bridge Section, Contract #5431, on FAS 865, as shown in the attached cost statement. In accordance with an agreement dated March 10, 1959, a refund of $1,266.38 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

RECEIVED
1959
FOR FILING
S 4110

A

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 29, 1959

(CONTRACT NO.) 5431	(EST. NO.)	(CONTRACTOR)
5431	7 Final	O. R. Kennen, Jr.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26373	80173	$ 3,709.94	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 140 workdays from March 29, 1959

Time Extensions: None of record

Completion Date: September 25, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 30, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query A.
Floyd Query
Secretary

Warrant Mailed: NOV -9 1959

NOTED ON CARD
EC

A

RECEIVED
OCT 14 1959
FOR FILING
[illegible]
54-1

October 14, 1959

New Hampshire Fire Ins. Company
Rathbone, King & Seeley
917 Board of Trade Bldg.,
Portland 4, Oregon

ATTENTION: Paige S. Tongue

Gentlemen:

State Highway contract #5431 for construction of the Alsea River Bridge on the Salmonberry Road (FAS 865) in Benton County was completed by the contractor, O. R. Kennen, Jr., on September 25, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,709.94 will be released to the contractor after acceptance by the Commission. The total contract amount is $38,767.59, of which amount $58.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
1959
FOR FILING
X-411(1)
5431

April 16, 1959

Mr. O. R. Kennen, Jr.,
6609 SE Jack Road
Milwaukie 22
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5431, awarded March 19, 1959, for Alsea River Bridge construction on the Salmonberry Road (FAS #865) in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

[illegible] 3431

Monthly Transmittal No. RECEIVED 4-4-59	F R-2 (5-20-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. FOR FILING 3 S-411(1)	**FEDERAL-AID PROJECT AGREEMENT** 4-7-59	County **Benton**
		Project No. **S-411(1)**

3431

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Alsea River Bridge approx. 0.3 mile southeast junction with FAS 144, on a county road.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-24-58	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 44,212.00	Federal funds $ 27,300.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ____________
(title)

By ____________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C G Polk
By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **April 7, 1959**

April 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Alsea River Bridge, Project No. S-411(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Alsea River Bridge, Project No. S-411(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-411(1)

ALSEA RIVER BRIDGE OF THE SALMON ROAD

IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1959

Type Code X021
Alsea River Bridge (Sta. 13+27 to Sta. 15+09)

Structural Excavation	160	cu. yds.	$12.00	$ 1,920.00
Furnish Steel Piling	216	lin. ft.	7.00	1,512.00
Drive Steel Piles	8	only	85.00	680.00
Class "A" Concrete	375	cu. yds.	66.00	24,750.00
Metal Reinforcement	82,600	lbs.	0.135	11,151.00
8-inch Metal Drain Pipe	60	lin. ft.	3.00	180.00
	Subtotal			$40,193.00
	10% Engr. & Cont.			4,019.30
		Total		$44,212.30

Length of Structure - - - - - 0.034 Mile

Federal Funds -	$27,300.00
State Funds -	8,456.15
County Funds- -	8,456.15
	$44,212.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Benton County with the Highway Department.

Form A-150—10M—6-58

NOTED
V. R. JONES

NOTED

NOTED
C. G. SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

Benton County
Corvallis, Oregon

attn: County Court

RECEIVED
MAR 23 1959

Invoice No. 59675

Date March 20, 1959

Your Req. No.

Billing Request No. cc-472

Credit Distribution: 502-1043-297

	Advance Deposit	$ 9,038.13

Partial transfer county's share total cost of Alsea River Bridge, FAS 865, covered by agreement dated March, 1959

NOTED
JOHN D. GRAHAM

Deposit		
$8,050.00	Cash	
988.13	Refund due (See cc471)	
$ 9,038.13	Total, of which $2,000.00 is to remain in Advance Deposit	7,038.13
	To be retained	$ 2,000.00

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received with Request: $7038.13

By

State Printing 13107

NOTED
C. G. SWENSON

NOTED
[illegible]

March 20, 1959

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
V. B. [illegible]

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $8,050, which together with the refund due the county for the Alsea Junction-Beaver Creek School oiling project, makes a total deposit of $9,038.13 for the Alsea River Bridge on FAS 865.

Contract No. 5431 has been awarded to O.R. Kenney, Jr. and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

Ralph P. Schindler
County Clerk of Benton County
PHONE PLAZA 3-8614
CORVALLIS, OREGON

NOTED
C. G. SWENSON

March 18, 1959

John F. Hagemann
Assistant County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed is a check covering Benton County's deposit on FAS 865, project being the Alsea River Bridge.

All right-of-way have been obtained for this project.

Very truly yours,

E. E. Larkin.

E. E. Larkin
County Judge

EEL;b
Enc. 1

RECEIVED
MAR 19 1959

NOTED
C. G. SWENSON

NOTED
R. JONES

Salem, Oregon
March 13, 1959

NOTED
Harold C. Ayers

Alsea River Bridge
S-411(1)
FAS 865, Benton County

Mr. S. H. Probert
OFFICE

Attention: Mr. R. N. Chase

John F. Hagemann

As per the agreement between county and state, full federal participation up to a total cost of $78,000 should be collected on the subject named project.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
V R JONES

NOTED
Harold C. Ayers

March 4, 1959

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

Gentlemen:

On March 3 a satisfactory bid was received from O. R. Kenney, Jr., of Milwaukie for construction of the Alsea River Bridge on FAS 865. As per the agreement between county and state, the following advance deposit is required of the county prior to award of a contract:

Bid Items	$40,193.00
12-1/2% Eng'ring & Contingencies	5,024.13
Estimated Total Cost...........	$45,217.13
County Advance Deposit of 20%...	$ 9,043.43
Less Refund due on Alsea Jct- Beaver Cr School Sec, FAS 206...	988.13
TOTAL DEPOSIT DUE..............	$ 8,055.30 or say $8,050

8050.00
988.13
9038.13

Please make this deposit by means of a check or warrant in the amount of $8,050 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter advising that all right-of-way or rights of entry have been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Rcvd.
3/19/59

JFH:mm

Cont # 5431
502-1043

A

RECEIVED
MAR 2 1 1959
FOR FILING

2-4[illegible]

5431

March 19, 1959

Mr. O. R. Kennen, Jr.
6609 S. E. Jack Road
Milwaukie 22, Oregon

Dear Mr. Kennen:

The State Highway Commission on March 5, 1959 accepted your proposal for the Alsea River Bridge construction in Benton County for the sum of $40,193.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5431.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc., Seattle, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards, c/o Daily Journal of Commerce, Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 19, 1959

O. R. Kennen, Jr.
6609 S.E. Jack Road
Milwaukie, Oregon

Contract for Alsea River Bridge construction, Benton County, for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

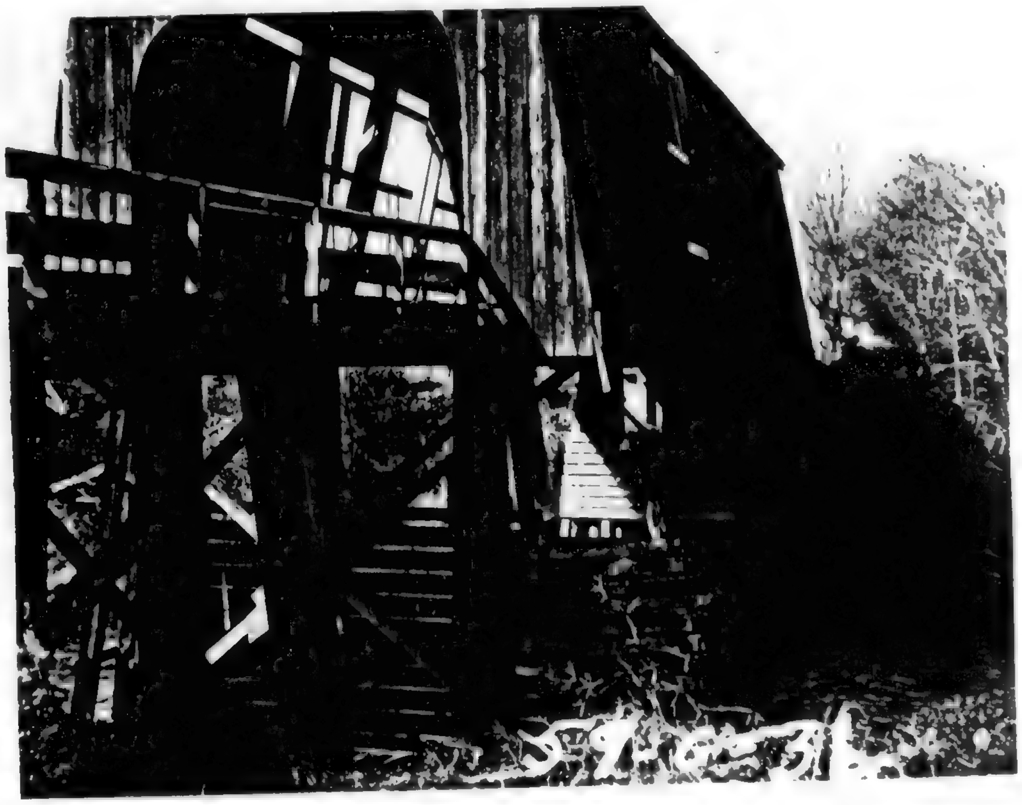
cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

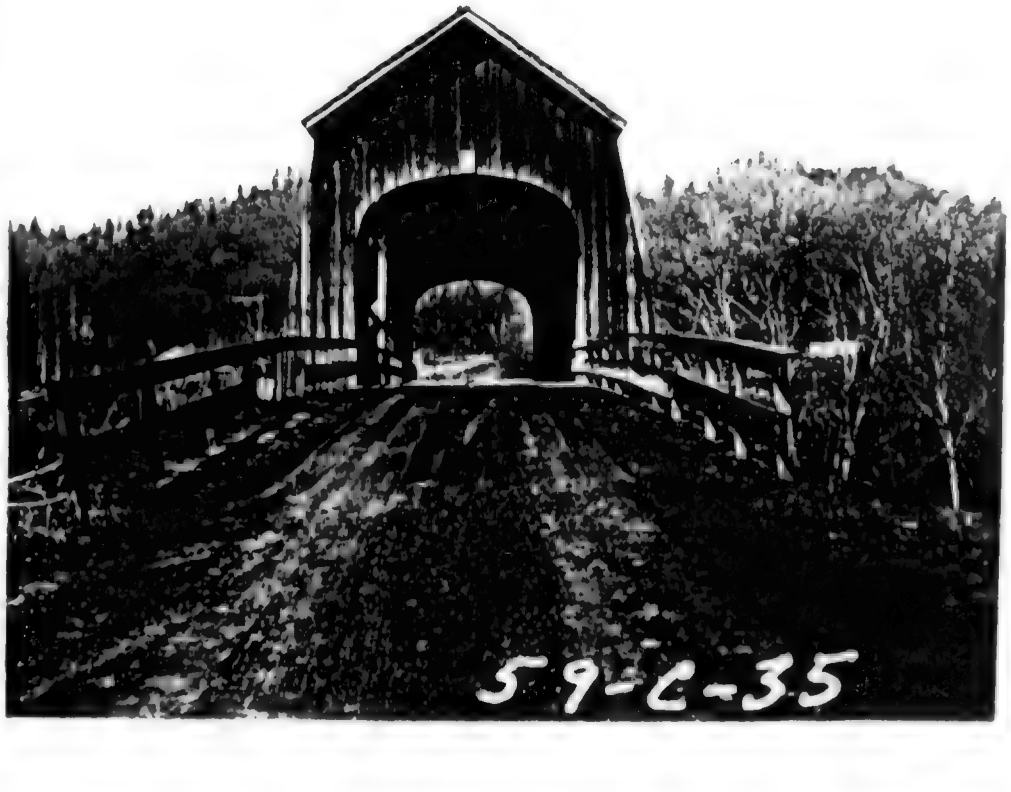
3-17-57

FAS 865 County Benton Contract No.

Section [illegible] Bridges 59-C-35

Location [illegible] 59-C-36





file

RECEIVED
MAR 13 1959
FOR FILING
[illegible]
[illegible]

[illegible] #250

Salem, Oregon
March 12, 1959

Finance Agreement, Benton County
Alsea River Bridge
S-411 (11), FAS 865

Mr. C. G. Swenson
City & County Relations, Engineer
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a Finance Agreement with Benton County covering the Alsea River Bridge, FAS 865.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Benton County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1959

SUBJECT: Finance Agreement, Benton County
Alsea River Bridge
S-411(11), FAS 865

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Alsea River Bridge on FAS 865 in Benton County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on September 11, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
GS Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-11-58 - Min. Page 39
Floyd Query
Secretary

RECEIVED
MAR 13 1959
FOR FILING
8-411(1)
5431

March 12, 1959

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County a fully executed copy of a Finance Agreement between the State Highway Commission and Benton County covering the Alsea River Bridge, FAS 865.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

February 6, 1959

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Alsea River Bridge on FAS 865 upon which bids will be received March 3.

The agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $53,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution which are required by the Bureau of Public Roads in connection with projects of this nature have been done away with as separate documents and incorporated in the enclosed agreement...see paragraphs 7, 8, and 9 on pages 5 and 6.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return both copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than March 1.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

NOTED
V R. JONES

NOTED
John F. Hagemann

MEMO TO J. W. NASH
12/5/58

FAS 865, BENTON COUNTY

TERMINI: Bridge over Alsea River approximately o.25 miles southeast of junction with FAS 144 (Alsea River Bridge).

PROPOSED WORK: One concrete bridge 182' long.

LENGTH: 0.034 miles

COSTS	Total	Federal	State	Other	
CONSTRUCTION	$55,000	$33,000	$11,000	$11,000	(County)

EXISTING FACILITY: 1-19'F.T., 1-92' Howe Truss, 4-19'F.T. spans, H.C. 15'-8". Bridge has deteriorated and is no longer adequate for present traffic.

ADJACENT SECTION: 20' wide gravel wearing surface on 28' roadway.

PROJECT DATA: Construct 182' long RCDG bridge with horizontal clearance of 24' on location adjacent to and downstream from the existing bridge. Benton County will construct road approaches as required to state standards.

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATION: None

FAS 865 serves primarily as a log haul route and also serves adjacent small farms. It is a school bus route.

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
✓ Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance......	$3,483,000

58-f Apprvd 9-11-58

NOTED

NOTED
Harold C. Ayers

August 1, 1958

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

On July 31 the Highway Commission approved the Benton County FAS project as described in the attached tabulation which is believed to conform with the County's request.

Design of the bridge will be made as soon as possible; however, all D (crash) fund bridge projects will have priority over regular FAS projects due to the December 1 deadline for placing D fund projects under contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

Att: 58-e

NOTED
C. G. SWENSON

PROPOSED PROJECT
BENTON COUNTY

FAS 865 - Alsea River Bridge, $18,000 This bridge is located approximately 0.25 mile southeast of the junction of FAS 865 with FAS 144 (Alsea Highway). It carries highway department inventory number 14536.

The proposed project is to replace the existing bridge (one 19' F.T., one 92' covered Howe Truss, four 19' F.T. spans, H.C. 15'-8") with a new structure having a roadway width of 24'. The project will be for the structure only. No detour will be required as the new bridge will be located adjacent to the existing bridge. Benton County will construct road approaches as required and remove the existing bridge. Mr. Hanson, Benton County Engineer, has submitted a vicinity map to our bridge division covering this bridge site.

The $18,000 programmed represents the presently estimated unprogrammed balance of fiscal year 1959 FAS funds available to Benton County. This will be supplemented with fiscal year 1960 funds as required.

Comm approved
7-31-58

58-e
7/22/58

F-81(3) S. Unit, Lyle Gap-Madras 1959
Sec. of The Dalles-Calif.
#5432 Hwy.

C & A 2052 1-21-59
C & A 2049 1-21-59

RECEIVED
OCT 1960
FOR FILING
7-81 (3)
54/32

FORM CD-121
(8-22-59)T

UNITED STATES GOVERNMENT **DEPARTMENT OF COMMERCE**
BUREAU OF PUBLIC ROADS

Memorandum

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: R. L. Porter

DATE: October 4, 1960

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

CGPolk

SUBJECT: Utility Adjustment, City of Madras
South Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Project F-81(3)

Reference is made to your letter of February 17, 1959.

We hereby approve the agreement between the State and the city dated January 22, 1959. Plans and estimates were received by this office in proper time, but were inadvertently not processed.

Authorization to proceed with the work was given as of February 20, 1959.

Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

RECEIVED
OCT 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to Porter
Edwards

RECEIVED
MAR 11 1960
FILING

NOTED
W. C. WILLIAMS

W. C. Williams

March 7, 1960

S. Unit, Lyle Gap-Madras
Contract No. 5432

F 81 (3)

FINAL COST ANALYSIS
Structure, Grading & Oiling
Contractor: Fred Slate Co. Ltd. & E. C. Hall Co.
Resident Engineer: Ernest L. Scrivner

The Dalles-California Highway
Prefix 16-1031
Project F 81(3)

5432

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	5,000.00		2,149.71	5,000.00
Drainage Excavation	4,039.09	Cu. Yd.	2.00	1.78	7,194.86	8,078.18
General Excavation	149,073.2	Cu. Yd.	0.24	0.22	32,401.49	35,777.57
Short Overhaul	417,334	Yd. Sta.	0.0075	0.0073	3,034.30	3,130.01
Long Overhaul	4,255.6	C-Yd. Sta.	0.40	0.42	1,773.51	1,702.24
Finish R.B. and Slopes	2.54	Mile	500.00	477.24	1,212.18	1,270.00
Rounding Cutbanks	2,560	Lin. Ft.	0.15	0.155	398.33	384.00
12" Concrete Culv. Pipe	495	Lin. Ft.	2.10	1.85	913.75	1,039.50
18" Concrete Culv. Pipe	1,035	Lin. Ft.	4.00	3.51	3,636.03	4,140.00
24" Concrete Culv. Pipe	105	Lin. Ft.	6.00	5.45	571.81	630.00
30" Concrete Culv. Pipe	160	Lin. Ft.	9.00	7.11	1,137.27	1,440.00
36" Concrete Culv. Pipe	172	Lin. Ft.	11.00	10.18	1,750.99	1,892.00
78" Corr. Metal Pipe	81	Lin. Ft.	50.00	40.03	3,242.25	4,050.00
18" Concrete Siphon Pipe	306	Lin. Ft.	4.50	4.06	1,241.91	1,377.00
***Concrete End Basins	11.83	Cu. Yd.	100.00	100.00	1,183.00	1,183.00
***8" Concrete Sewer Pipe	319	Lin. Ft.	1.60	1.60	510.40	410.40
***12" Concrete Sewer Pipe	24	Lin. Ft.	2.60	2.60	62.40	62.40
***18" Concrete Sewer Pipe	642	Lin/Ft.	4.00	4.00	2,568.00	2,568.00
***24" Concrete Sewer Pipe	486	Lin. Ft.	5.20	5.20	2,527.20	2,527.20
***36" Reinforced Sewer Pipe	880	Lin. Ft.	9.25	9.25	8,140.00	8,140.00
Salvaging Culvert Pipe	436	Lin. Ft.	2.00	1.68	733.41	872.00
***1-1/2" Electrical Conduit	410	Lin. Ft.	1.75	1.75	717.50	717.50

FINAL COST ANALYSIS - Contract No. 5432
South Unit, Lyle Gap-Madras

March 7, 1960

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Concrete Inlets, Type D	2	Each	90.00	90.00	180.00	180.00
***Concrete Inlets, Type G	6	Each	75.00	75.00	450.00	450.00
***Concrete Inlets, Type G-2	1	Each	100.00	100.00	100.00	100.00
***Concrete Manholes	5	Each	300.00	300.00	1,500.00	1,500.00
***Concrete Curbs	85.21	Cu. Yd.	52.00	52.00	4,430.92	4,430.92
***9" Concrete Surfacing	108	Sq. Yd.	5.75	5.75	621.00	621.00
*Metal Guard Rail	1,183	Lin. Ft.	2.75	2.60	3,084.46	3,253.25
*Metal Sight Posts Dbl. Reflec.	70	Each	5.00	4.50	315.00	350.00
*Type I Fence	441	Rod	6.00	5.75	2,520.54	2,646.00
*Coarse Cr. Mat'l in Base	53,756.05	Ton	1.65	1.59	85,656.73	88,697.48
*3/4"-0 Cr. Mat'l in Base	7,918.34	Ton	1.75	1.68	13,313.89	13,857.10
*&**Sprinkling	2,789.5	M-Gal.	2.50	2.25	6,282.23	6,973.75
**Preparation of Base	2.54	Mile	200.00	138.29	351.26	508.00
*&**3/4"-0 Mat'l in Binder Crse.	990	Cu. Yd.	3.25	3.03	3,001.46	3,217.50
*&**Furnish & Place Aggregate	3,722	Cu. Yd.	3.50	3.13	11,666.96	13,027.00
**Red Cinder Aggregate	70	Cu. Yd.	6.00	5.66	396.00	420.00
**RC-3 Asphalt	143.19	Ton	45.00	40.73	5,831.79	6,443.55
**120-150 Asphalt	310.15	Ton	41.00	38.05	11,801.21	12,716.15
**RS-1 Asphalt	84.04	Ton	43.00	38.05	3,237.02	3,613.72
**Extra for Oiling Approaches	34	Each	20.00	17.79	605.00	680.00
***Furnish Treated Timber Piling	1,330	Lin. Ft.	1.45	1.45	1,928.50	1,928.50
***Drive Piles	38	Each	50.00	50.00	1,900.00	1,900.00
***Class A Concrete	100%	All	8,640.00		8,640.00	8,640.00
***Metal Reinforcement	31,700	Lbs.	0. 35	0.135	4,279.50	4,279.50

FINAL COST ANALYSIS - Contract No. 5432
South Unit, Lyle Gap-Madras

March 7, 1960

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***8" Metal Drain Pipe	14	Lin. Ft.	4.20	4.20	58.80	58.80
***Constr. Scale Pit & Appr. Slab	100%	All	4,175.00		4,175.00	4,175.00
***PA#1 Class A Conc. Irr. Boxes	5.46	Cu. Yd.	125.00	125.00	682.50	682.50
***PA#2 Concrete Ditch Checks	6	Each	35.00	35.00	210.00	210.00
*PA#3 Cattle Guards	2	Each	550.00	550.00	1,100.00	1,100.00
*PA#4 Class B Concrete Asphalt	2.755	Ton	45.00	45.00	123.98	123.98
*PA#5 Asph. Conc. Traffic Markers	1,420.5	Lin. Ft.	0.90	0.82	1,160.95	1,278.45
***PA#6 Cement Adj. Favor Contr.	8.3	Bbl.	7.20	7.20	59.76	59.76
***PA#7 8" Concrete Sewer Pipe	27	Lin. Ft.	0.55	0.55	14.85	14.85
*&**Force Account					2,413.93	2,432.63
					$259,193.54	$277,060.39
Work done for the City of Madras:						
**120-150 Asph. used on city street	56.04	Ton	43.00	38.05	2,056.22	2,409.72
**Aggr. used on city streets	720	Cu. Yd.	4.65	3.26	2,347.20	3,348.00
**Prep. of Base on city streets	.36	Mile	500.00	138.29	49.78	180.00
**3/4-0 Rock used on city streets	130	Cu. Yd.	3.70	3.03	393.90	481.00
					$4,847.10	$6,418.63
					$264,040.64	$283,479.02

	Gross Revenue	Total Cost	Profit	% Profit
*Fred Slate Co. Oregon Ltd., and E.C. Hall Co.	199.671.55	183,102.03	16,569.52	8.3%
**J.C. Compton Co.	38,868.14	35,999.34	2,868.80	7.4%
***Duane Amens	44,939.33	44,939.33	- -	- -
	$ 283,479.02	$ 264,040.70	$ 19,438.32	6.8%

DETAIL OF COST - Contract No. 5432

SLATE & HALL

Labor:					
Supervision				$ 886.00	
Labor				56,257.96	
Labor Insurance				4,508.66	
Health and Welfare				1,473.52	
Pension				162.16	$ 63,288.30
Materials:					
12" Conc. Culv. Pipe	495 Lin. Ft.	@	$1.22	603.90	
18" Conc. Culv. Pipe	1,035 Lin. Ft.	@	$2.55	2,639.25	
24" Conc. Culv. Pipe	105 Lin. Ft.	@	$3.85	404.25	
30" Conc. Culv. Pipe	160 Lin. Ft.	@	$5.20	832.00	
36" Conc. Culv. Pipe	172 Lin. Ft.	@	$6.90	1,186.80	
78" Corr. Metal Pipe	81 Lin. Ft.	@	$30.43	2,464.83	
18" Conc. Siphon Pipe	306 Lin. Ft.	@	$2.55	780.30	
78" Corr. Metal Bands	4 Each	@	$51.62	206.48	
8" Conc. Sewer Pipe	319 Lin. Ft.	@	$0.83	264.77	
Cement	6 Sacks	@	$1.80	10.80	9,393.38
Equipment Rental & Miscellaneous Supplies:					
Equipment Rental, Owned				56,168.95	
Equipment Rental, Hired				15,571.01	
Gas, Oil and Grease				11,880.83	
Bond				1,432.51	
P.U.C.				92.19	
P.L. and P.D. Insurance				714.30	
Explosives				4,085.66	
Small Tools and Misc. Supplies				1,493.67	
Move In, Freight and Cartage				5,940.15	
Amt. Pd. Vern Hoaglin for Furnishing & Installing Guard Rail and Sight Posts				3,399.46	
Amt. Pd. J.A. Clarambeau for Type I Fence Installation				2,520.54	
Amt. Pd. Pacific Paving Co., for Class B Asphaltic Concrete and Traffic Markers				1,194.57	
Amt. Pd. Amens for Concrete Work and Structures				44,939.33	
Home Office and General Overhead				5,926.51	155,359.68
			TOTAL COST		$ 228,041.36

DETAIL OF COST - Contract No. 5432

J.C. COMPTON CO.

Labor:				
Labor			$ 7,483.87	
Labor Insurance			748.39	
Health and Welfare			224.52	$ 8,456.78
Materials:				
RC-3 Asphalt	143.19 Ton	@ $27.75	3,973.52	
120-150 Asphalt	364.19 Ton	@ $25.00	9,104.75	
RS-1 Asphalt	84.04 Ton	@ $26.80	2,252.27	
Freight on Asphalt	591.42 Ton	@ $6.20	3,666.80	
Rock Purch. fr. Contr.	720 Cu. Yd.	@ $1.50	1,080.00	20,077.34
Equipment Rental and Misc. Supplies:				
Equipment Rentals			4,285.35	
Gas, Oil and Grease			1,322.67	
Bond			188.70	
P.U.C.			65.75	
P.L. and P.D. Insurance			93.55	
Freight and Cartage			255.90	
Small Tools and Misc. Supplies			132.90	
Home Office and General Overhead			1,120.40	7,465.22
		TOTAL COST		$ 35,999.34

Remarks - Contract No. 5432

This was a "Federal Aid Primary Project" calling for the grading and oiling of 2.91 miles of highway roadbed on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County.

The contract was bid March 3, 1959, awarded March 27, 1959. Work started March 11, 1959 and the project was completed July 10, 1959.

The contractor started moving in his equipment on March 9th and the grading operation started March 11th using four D-8 cats and dozers and two S-18 Euclid Scrapers. Additional equipment was moved onto the project the following week which included one S-18 scraper, two D-8 cats and scrapers, one D-9 cat used for push cat, one D-8 cat with ripper attachment, two Cat #12 graders, one 3/4-cubic yard dragline shovel, and one DW-21 scraper unit. The excavation consisted mostly of common material with the exception of one cut at station 1234 which required a small amount of ripping. Very good progress was made on the excavation.

Items 15 to 20, 22 to 28, 43 to 48 were subcontracted to Duane D. Amens which included all sewer pipe, concrete inlets, approaches to truck scales and the concrete structure. Good progress was made on these items.

The contractor moved in his portable rock crushing plant to the designated quarry site, located 3.6 miles southeasterly from the highway at station 1190+35, and started crushing rock April 6, 1959 averaging approximately 200 tons per hour. The rock was hauled to the road with hired trucks and processed with the contractor's equipment which consisted of two cat #12 graders, two rollers, and one water wagon. The 3/4"-0 binder rock and the oiling aggregates were hauled and stockpiled near the end of the project to be used in the oiling of this project.

The oiling work was subcontracted to the J.C. Compton Company at bid prices, and this portion of the contract progressed very satisfactorily. It required approximately eight days to complete the oiling which included various city street oiling. Equipment used included two distributors, three graders, three 3-wheel rollers, one ruber-tired roller, one Hough front end loader and eight 8-cubic yard dump trucks.

The contractor had good bid prices, good equipment, and good supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

Geoge Kayser

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

FA(3)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5432	6 F	Fred H. Slate Co., Oregon Ltd & E. C. Hall Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25089	67053	$ 8,798.59	10/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Lois Matter
ACCOUNTING DIVISION

Specified completion date: 135 workdays from April 6, 1959

Time Extensions: None of record

Completion Date: July 10, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959

NOTED ON CARD

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F-1(3)

5432

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October 1, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5432 for structure-grading-oiling on the South Unit of the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County was completed by the contractor, Fred H. Slate Co. Oreg., Ltd., & R. C. Wall Co., on July 10, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $8,798.59 will be released to the contractor on or after October 13, 1959. The total contract amount is $277,060.39, of which amount $2,432.63 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED

F-31(3)

5432

When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

September 11, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-31(3)
South Unit, Lyle Gap-Madras
The Dalles-California Highway
Order for State Force Work
Seeding and Mulching

Dear Sir:

Reference is made to your letter dated August 27, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

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AUG 28 1959
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F 81(3)

August 27, 1959

5432

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on the Agle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5432, in connection with Federal Aid Project No. F-81(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,340.00, with Federal participation of $1,445.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

Form E-1—(Rev.)—

F-81 (3)
5432

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 19 59

Section South Unit, Lyle Gap - Madras

Kind of work Structure, Grading and Oiling

Highway The Dalles-Cal. County Jefferson

Section prefix 16-1031

Contractor F. H. Slate Co. and E. C. Hall Co.

Contract number 5432

Date of contract March 27, 19 59

Specified work days 135

Date work started March 11, 19 59

Work days used 68

Project authorization $ 337,687.03

Exclusive of engineering $ 313,673.73

Per cent of time elapsed 50.4 %

Estimated cost of completed project, exclusive of engineering $ 293,150.00

Estimated per cent overrun or underrun Underrun 7.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 24,013.30

Engineering cost to date $ 17,500 ~~[illegible]~~, 72.9 %

Date project was completed July 10, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Two men worked on estimate data Monday and semi-final estimate was submitted to Division Office Tuesday morning.

— FINAL REPORT —

CONSTRUCTION DIVISION
RECEIVED
AUG 2 6 1959
NOTED E [illegible] B [illegible] [illegible]
CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed Resident Engr.

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.91	2.54		2.54	
Miles partially completed	2.91	2.54		2.54	
Miles completed	2.91	2.54		2.54	
Total estimated quantities (contract)	153,000 CY	64,600 Tons		Asph. 540 Tons Aggr. 4,940 CY	
Total quantities corrected to date	149,152 CY	61,674 Tons		Asph. 537 Tons Aggr. 4,712 CY	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-Warm		
Tuesday	"		
Wednesday	Ptly.Cloudy & Warm		
Thursday	Showers		
Friday	Ptly.Cloudy & Warm		
Saturday			

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AUG 17 1959

FOR FILING

F 81(2)

5432

August 17, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co., Oreg., Ltd., & E. C. Hall Company a portion of the funds heretofore retained by the Commission on contract #5432, for structure-grading-oiling the South Unit of the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County.

This payment, in the amount of $12,789.11, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,296.76. The present payment will be released on or after August 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
JUL 15 1959
FOR FILING

F 81(3)

5432

July 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 10, 1959, on Contract No. 5432, South Unit, Lyle Gap-Madras Section, in Jefferson County, in connection with Federal Aid Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Porter
Office Engineer

DBP:br

cc: Clarence G. Swenson

RECEIVED
MAY 18 1959
FOR FILING

F-81(3)

5432

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing for traffic control on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5432, in connection with Federal Aid Project No. F-81(3).

This work is necessary for the direction and routing of traffic through the construction area, the traffic pattern will change as construction progresses and revised controls for traffic flow will be required.

This signing is above that required of the contractor for the protection of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CH:er

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APR [illegible] 1959
FOR FILING
F 71 (2)
5432

FORM E-123 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 21, 1959

Fred H. Slate Co., Oreg., Ltd., &
E. C. Hall Company
11655 SW Barbur Blvd.,
Portland 23, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5432, awarded March 27, 1959, for structure-grading-oiling on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

Monthly Transaction No. RECEIVED 4-64 59	For 1-2 (5-2 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. FOR FILING **7**	**FEDERAL-AID PROJECT AGREEMENT**	County **Jefferson**
		Project No. **F-81(3)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 3 miles north to Junction with FA 44 in Madras. (South Unit, Lyle Gap-Madras Section) on U.S. 97

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	**10-24-58**	**---**
Rights-of-Way		
Construction	**2-13-59**	**2.5**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **328,513.00**	Federal funds $ **203,000.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **April 15, 1959**

USComm-DC 11169

April 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the South Unit, Lyle Gap-Madras Section, Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Unit, Lyle Gap-Madras Section, Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

April 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Unit, Lyle Gap-Madras Section, Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 5368 Ends with: Contract # 5432

FLASH CARDS: Begin Each Contract

Remarks: # 5368 continued from reel 92
5432 continued on reel 94

Reel No. 93 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 17 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm